

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 S.S. "POWAN," 2,338 tons, Captain R. D. Thomas.
 S.S. "FATSHAN," 2,360 tons, Captain W. A. Valentine.
 S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
 S.S. "KINSHAN," 1,995 tons, Captain J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 S.S. "NANNING," 569 tons, Captain C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8:30 A.M., calling at Yanki, Mahsing, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-Ting, Hui, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

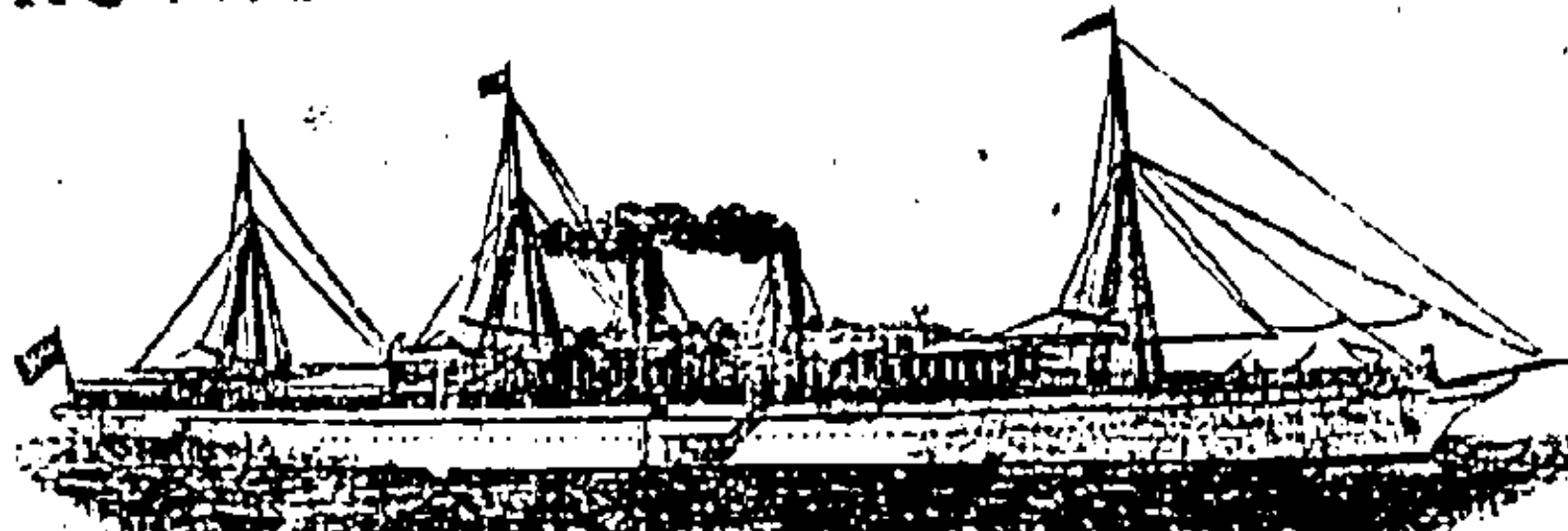
S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kunchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA," 6,000 Tons, WEDNESDAY, 19th April.
 "TARTAR," 4,425 tons, WEDNESDAY, 26th April.
 "EMPERESS OF JAPAN," 6,000 tons, WEDNESDAY, 10th May.
 "ATHENIAN," 2,440 tons, WEDNESDAY, 24th May.
 "EMPERESS OF CHINA," 6,000 tons, WEDNESDAY, 31st May.
 "EMPERESS OF INDIA," 6,000 tons, WEDNESDAY, 21st June.

Hongkong to London, 1st Class, via St. Lawrence 460. Via New York 462.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail 440. 442.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
 9, Fidler's Street.

Hongkong, 29th March, 1905.

HAMBURG-AMERIKA-LINIE. OSTATISTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SILESIA	HAVRE, BREMEN AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th April.	Freight and Passengers.
SERBIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st May.	Freight.
SLAVONIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May.	Freight and Passengers.
SEGOVIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th May.	Freight.
SPENGLER	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th May.	Freight.
C. FERD. LAEISZ	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	13th June.	Freight.
BRISGAVIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	27th June.	Freight.
NUBIA	NEW YORK VIA SUEZ.	25th May.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA-LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

Hongkong, 10th April, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect retained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
 PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
GNEISENAU	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 12th day of April, 1905, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 10th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 2nd May.
PRINZ SEGISMUND	3,302	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KOBE & YOKOHAMA	PRINZ WALDEMAR	TUESDAY, 11th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 12th "
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 26th "

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 7th April, 1905.

JAVA-CHINA-JAPAN LINE. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIMAH	JAVA	Second half April	JAPAN VIA SHANGHAI	Second half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 20th March, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7:00 a.m. to 7:30 a.m. Every 30 minutes.
 7:30 a.m. to 8:00 a.m. Every 10 minutes.
 8:00 a.m. to 8:30 a.m. Every 15 minutes.
 8:30 a.m. to 9:00 a.m. Every 15 minutes.
 9:00 a.m. to 10:00 a.m. Every 15 minutes.
 10:00 a.m. to 10:45 p.m. Every 15 minutes.
 10:45 p.m. to 11:15 p.m. Every 15 minutes.
 11:15 p.m. to 11:45 p.m. Every 15 minutes.
 11:45 p.m. to 12:15 p.m. Every 15 minutes.
 12:15 p.m. to 12:45 p.m. Every 15 minutes.
 12:45 p.m. to 1:15 p.m. Every 15 minutes.
 1:15 p.m. to 1:45 p.m. Every 15 minutes.
 1:45 p.m. to 2:15 p.m. Every 15 minutes.
 2:15 p.m. to 3:00 p.m. Every 15 minutes.
 3:00 p.m. to 5:00 p.m. Every 15 minutes.
 5:00 p.m. to 8:00 p.m. Every 10 minutes.

8:45 p.m. and 9 p.m. 9:45 p.m. to 11:15 p.m. every half hour.
 SUNDAYS.
 8:00 a.m. to 9:00 a.m. Every 15 minutes.
 9:00 a.m. to 9:30 a.m. Every 30 minutes.
 9:30 a.m. to 10:30 a.m. Every 30 minutes.
 10:30 a.m. to 11:00 a.m. Every 10 minutes.
 11:00 a.m. to 12:00 p.m. Every 10 minutes.
 12:00 p.m. to 1:00 p.m. Every 15 minutes.
 1:00 p.m. to 3:00 p.m. Every 15 minutes.
 3:00 p.m. to 7:00 p.m. Every 15 minutes.
 7:00 a.m. to 8:00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.
 SATURDAY.
 Extra cars at 11:30 and 11:45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
 General Managers.

Hongkong, 19th December, 1904.

F. BLACKHEAD & CO.

SHIPBUILDERS, SAILMAKERS.

C.C.H. ART PROVISION MFG.

HAYES, PAINT CONTRACTOR.

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DANIEL'S PATENT MOTOR

LAUNCHES, &c.

&c.

Sole Agents for

"ERGUSON'S" SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 503; General, No. 376

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON,

Hongkong, 2nd February, 1905.

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C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

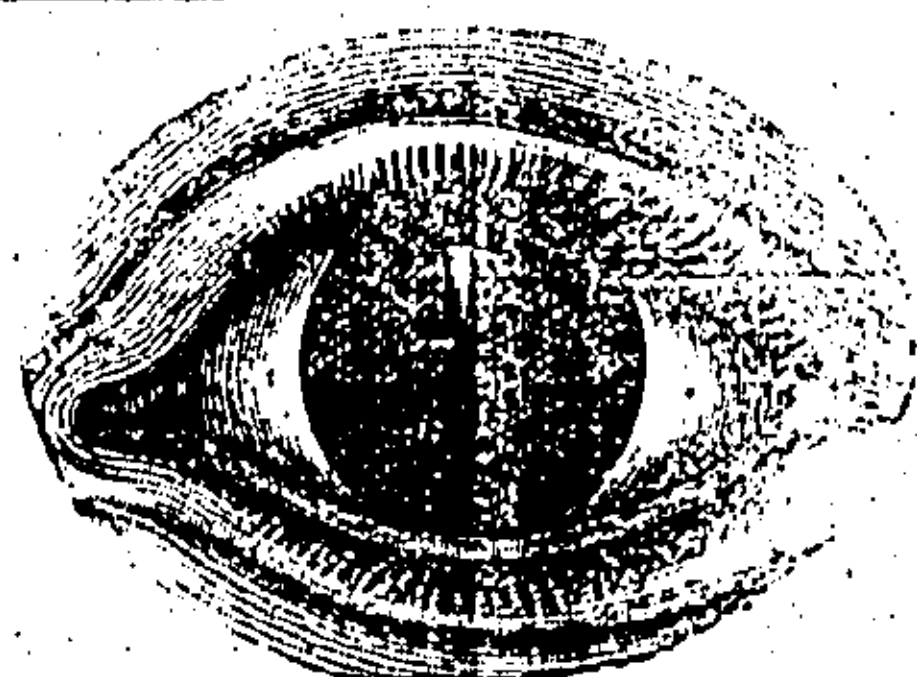
Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Speciality made of Reinforced Concrete and Concrete Piles.
 Examinations of Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUIAR STREET, HONGKONG,
 (One Minute's Walk from the Post Office).

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Effective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road

Hongkong, 24th March, 1904.

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Hotels.

HOTEL CRAIGIEBURN,

PRINCE'S GATE, the PRINCE, near the TRAM TERMINUS, Tel. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905.

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FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON J. W. OSBORNE, Proprietor and Manager.

[20]

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

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NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared,

Intimation.

WM. POWELL,
LIMITED.

**LADIES' - -
DEPARTMENT,
"ALEXANDRA
BUILDINGS,"**
Des Vaux Road.

**DRESS-
MAKING!
DRESS-
MAKING!
DRESS-
MAKING!**

All orders turned out in
First-class Style.

The latest Fashions from
the three Cities of the
world: London, Paris,
and New York, arrive
weekly.

Cut and Fit Guaranteed.

**NEW GOODS
NOW ON SHOW.**

**PRETTY
BLOUSES.
FASHIONABLE
RAINCOATS.
DAINTY
RIBBONS.
CHIFFONS
AND LACES.**

A Splendid Stock of
**LOVELY
MUSLINS**

at very reasonable prices,
and a large range of
every known wash-
ing fabric for summer
dresses.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 1st April, 1905.

Intimations.

JUST LANDED.

NO Toilet Requisites are complete without
these Soaps:—
**PLANTOL FLORAL AND NATURAL
BOUQUET SOAPS,**
Guaranteed made from Fruits and Flowers
and to contain no animal fat. They are sooth-
ing and refreshing to the delicate skins.

ALSO

**CARNAVAL (A LA ROSE) AND
STARLIGHT SOAPS,**
pure, economical, agreeable and highly per-
fumed and a perfect toilet and nursery Soap.
Now on Show.
H. RUTTONJEE,
c. d'Aguilar Street, Hongkong.
37 & 38, Elgin Street, Kowloon.
Hongkong, 8th April, 1905. [58]

**THE WISE MAN
BUYS A "SINGER," IT'S TRUE
ECONOMY.**

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.
Hongkong, 25th March, 1905. [48]

EMPLOYEE de commerce, âgé de 29 ans,
de nationalité Suisse, ayant déjà occupé
d'importantes fonctions dans des maisons
connaissant à fond de comptabilité en partie
double, parlant couramment le Français, l'Al-
lemand, le Hollandais, l'Italien et l'Anglais,
désirerait une situation dans l'une des villes de
la côte de Chine.

Tiêu bannes références—Appointements: de
5 à 6,000 dollars par an. Ecrire aux initiales
L. V. au Journal "l'Opinion" de Saigon.
Saigon, le 2 Mars, 1905. [332]

WEISMANN, LTD.
(CAFÉ WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.

Facing the Post Office, Queen's Road,
Central.

Everything of the best, prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café
in the Orient.

Hongkong, 17th December, 1904. [46]

**THE HONGKONG
STUDIO,**
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1904. [59]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE IN
Des Vaux Road.

[S] now in a position, in his New and Com-
modious Premises, to supply, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS and VIEWS
a specialty.
Hongkong, 23rd September, 1904. [56]

A FOOK & Co.,
12, Poultinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORS, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.
Hongkong, 23rd February, 1905. [61]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 29th April, 1905.

ATHLETIC SPORTS.

Following are the brief results of the sports
in connection with the Victoria Recreation
Club, received after we had gone to press on
Saturday:—

BICYCLE RACE. One Mile (handicap). First
prize presented by Mr. A. Chapman; second
prize presented.
T. H. Greenwood R. N. (50 yards) 1
J. A. S. Alves (40 yards) 2
Times, 2 min. 47 1/5 sec.

100 YARDS FLAT RACE. (Challenge Cup).
Presented by Dr. F. H. Kew. To be won
three years before becoming the property of
a competitor. First prize presented by the
China Sugar Refinery Club; second prize
presented.
J. W. Watson 1
H. Hancock 2
R. F. C. Master 3
Times 19 1/5 sec.

TUG-OF-WAR. (Open to non-commissioned
officers and men of army and police). Each
Regiment or Corps may enter one team
only, 8 men a side. To be pulled over 15
feet. Best of three pulls. No spikes or
nails allowed. No sitting down. No holes
to be dug in the ground before pulling.
Prize presented.

In the final, the 88th Co. R.G.A. beat H.M.S.
Centurion in the final.

120 YARDS HURDLE RACE. (10 flights).
Previous winners at Hongkong or elsewhere
to be penalized 2 1/2 yards. First prize pre-
sented by Mr. Geo. Murray Bain; second
prize presented.

H. Hancock (penalized 2 1/2 yards) 1
C. Murphy, R. N. (scratch) 2
B. L. Rogers, R. N. (scratch) 3
Times 19 1/5 sec.

HALF-MILE FLAT RACE. Open to soldiers,
sailors and police. First, second and third
prizes presented. (post entries).

Bomb. Heard (83rd Co. R.G.A.) 1
Gunner Wood (R.G.A.) 2
Gunner Wills (R.G.A.) 3
Times 2 min. 20 sec.

220 YARDS FLAT RACE. (handicap). First
prize presented by H. E. Sir Matthew Nathan,
K.C.M.G.; second prize presented by Mr. W.
Armstrong.
R. W. Pearson (7 yards) 1
H.S.M. Harrison, R.N. (8 yards) 2
Time 24 sec.

ONE MILE FLAT RACE. (handicap). First
prize presented by H. E. Major-General Sir
Villiers Hutton, C.B.; second prize presented.
E. C. Ward, R.N. (scratch) 1
J. A. F. Boucher, R.N. (80 yards) 2
E. Humphries (45 yards) 3
Time, 4 min. 44 sec.

BICYCLE RACE. Three Miles (Handicap).
First prize presented by Hon. Sir C. P.
Chater, C.M.G.; Second prize presented by
Messrs. G. Falconer & Co. Result:—

T. H. Greenwood, R.N. (200 yards) 1
J. A. S. Alves (250 yards) 2
J. Forbes (scratch) 3
Time, 8 min. 40 1/5 sec.

440 YARDS FLAT RACE.—(Challenge Cup).
Presented by Mr. H. N. Mody; to be won
two years in succession before becoming the
property of a competitor. First and second
prizes presented. Result:—

J. Watson 1
J. W. Watson 2
Time, 56 1/5 sec.

GIRLS' RACE. 100 YARDS.—(Handicap). Post
entries. Open to girls between the ages of
5 and 12. First and second prizes presented
by Mr. P. F. Lammett. Result:—
Jessie Rodger 1
Peggy Gordon 2

OBSTACLE RACE.—First prize presented by
Mr. E. W. Mitchell; second prize presented.
Result:—

J. J. Watson 1
T. J. Hallett, R.N. 2
Boys' RACE. 100 YARDS.—(Handicap). Post
entries. For boys under 10 years of age.
First and second prizes presented:—
Alma de Castro 1
P. Lammett 2

CONSOLATION RACE. (120 yards). Open to
all competitors except those in open events.
Prizes presented by Mr. W. A. Crake.
Result:—
A. S. Kempthorne 1
H. L. Garrett 2
Time, 13 1/2 sec.

COMMERCIAL.

FREIGHT.

In Messrs. Lamke and Rogge's circular of
Bühnstr., they write:—Last circular bore date
the 25th ultimo, and, in the interval, a fair
amount of business has come to pass as per
list overleaf.

Annual shipping prospects for the year, it
may not be out of place to say—since a local
paper recently in a lengthy paragraph enter-
tained extremely pessimistic views on the sub-
ject—that at this time of the year, it is
absolutely impossible to form such a definite
opinion on the future.

Both Southern and Northern seasons have,
as it were, only just opened and as matters
stand just now, the future position of the
freight market in a great measure depends
upon further developments, as far as hostilities
are concerned. But even, should peace be
declared at an earlier date than generally
anticipated, it is not likely that, at least for a
long time to come, it will mean a severe blow
to shipping, as a great deal of tonnage will be
required before things are set straight again.

As a matter of fact, most of the big Japanese
shipping concerns are still going on charter-
ing, both here and in the North at fair rates
and not for short periods only. The six
steamers chartered on "time" basis, and em-
bedded in to-day's last, are exclusively for
Japanese account, and it is quite on the cards
that more tonnage will be wanted ere long.

As to chartering tripwise, business in most
directions, it is true, has been without much
animation, but as already mentioned, the
season has not sufficiently advanced to allow
of any safe prediction.

Saigon to Hongkong, there has been next
to nothing doing in consequence of the tem-
porary dullness of the local rice market, but a
change for the better can only be a question
of time and is pretty sure to come.

The rate stands at 13 cents per picul, but
that figure will not fetch any steamers except
such as wish to work their way to this port.

On the other hand, a very strong demand
has been prevailing from Saigon to Philippine
ports and, in addition to several others, a
company of large carriers (Indo-China boats of
some 65,000 and 50,000 piculs respectively)
have been fixed at 30 cents for one port only,
which may be called record fixtures, as such
quantities have hardly ever been shipped
before in one bottom. A new duty of, we
believe, 32 cents per picul will be raised in the
Philippines some time in May which, to some
extent, may account for rice being rushed in.

Saigon to Java, there have been inquiries at
30 cents per picul or slightly better, but no
fresh business has transpired, but as
Saigon-Kobe, a charter is reported at 28
cents per picul, more tonnage is likely to be
wanted before long and unless very big
steamers should "clip in," an improvement in
rates may be looked for.

Bangkok to this, nothing doing as yet for
"outsiders," though berth rates are said to be
a little better.

From Java ports to this, we quote 30 cents
per picul for wet sugar, but loading not before
May which so far has proved a stumbling
block to further business.

The ports of Newchwang and Tientsin have
opened since, but, though fair rates have been
paid for steamer loading up, return freights
leave so far, much to be desired and cannot
be quoted better than 23 cents per picul, on
basis Newchwang/Swallow. A large amount of
produce is being shipped to Japanese ports, but
the first pressing demand being filled, prices
may become cheaper, rendering business more
feasible for Southern ports. Recent advices
from Shanghai are anyhow holding out for
better rates in the near future.

Coal freights from Japan ports have ruled
slightly firmer with more demand for tonnage
and \$1.50 per ton may be called the closing
quotations from Moji to this. Coal is, how-
ever, scarce in Japan, occasioned by trans-
portation difficulties, and an increased demand
for bunkers and local consumption.

There have been a good many orders in the
market for miscellaneous business, but there is
little unemployed tonnage and such vessels as
are offering are of an unsuitable size and mostly
unfitted for coasting requirements.

Balt-Tonnage. Loading or to load.—For
Baltimore and New York, American ship
A. G. Roper, arrived 16th March.

Disengaged.—American ship S. P. Hith-
cock, 2,000 tons.
Departures.—American ship Manual Ship-
ping, 27th March for Baltimore. British ship
King George 6th April for Newcastle.

"FOOD WAS KILLING ME."

SERIOUS CASE OF MALNUTRITION CURED BY
DR. WILLIAMS' PINK PILLS.

The good we derive from food is not measur-
ed by the amount we eat, but by our power to
digest it.

If the stomach is feeble it will complain by
violent pains, and if these warnings are
neglected complications will ensue, or the
patient must starve, for food becomes poison.

This explains the words of Mrs. Evans, of
Pontardawe, Wales: "Food was killing me."
"I suffered for twelve months," said Mrs.
Evans, when seen at her home in Brecon Road,
Pontardawe, by a *Swansea Daily Post* reporter,
"and I think that an attack of influenza
must have brought it on. After meals fits of
giddiness would seize me, with acute pains in
the stomach. When I drew my breath I could
feel a sharp pain like a knife cutting into my
back; if I stooped everything in the room
seemed to go round."

"After taking food I was in agony; it seemed
as if food was killing me instead of keeping
me alive."



Mrs. Evans and Daughter, both Cured by
Dr. Williams' Pink Pills.

I grew to be a total wreck. Two first-class
doctors gave me medicine, but nothing seemed
to meet my needs until I tried Dr. Williams'
Pink Pills. From the first they gave relief,
and in a very short time I felt like another
woman. And this great change was effected
by only three boxes of the Pills.

"I am as well now as ever I was, and can
enjoy almost any food without fear of pain or
discomfort. My daughter suffered from
anemia so acutely that she had to give up her
work (dressmaking). She used to feel drowsy,
languid, weak, and not fit for anything. In
the morning she had awful fits of coughing.
In spite of all we did, she seemed to keep the
same—miserable and without energy. She
began Dr. Williams' Pink Pills, and from that
time things grew brighter. After the first bot-
tleful she felt much stronger, and steadily im-
proved; now she is back at work again."

Both Mrs. Evans and her daughter were
cured, though suffering from different com-
plaints, because Dr. Williams' Pink Pills made
new blood, and supplied strength to the
stomach. Whatever troubles arise from too
little blood, or blood that lacks purity, they can
cure. The genuine pills bear Dr. Williams'
name; substitute are useless. Dr. Williams'
Medicine Co., Holborn-viaduct, London, send
a bottle post free for 25d. Anemia, Bile,
Consumption, Indigestion, St. Vitus' Dance,
Rheumatism, Kidney Disease, have been cured
repeatedly, as instances already published have
proved. They give strength to everyone,
especially to women, who know why they need
new blood more often than their husbands and
brothers.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1 1/2
Do. demand	1 9/16
Do. 4 months' sight	1 1/10 1/16
France—Bank T.T.	2 20
America—Bank T.T.	44 1/2
Germany—Bank T.T.	1 80
India T.T.	136 1/2
Do. demand	137
Shanghai—Bank T.T.	72
Japan—Bank T.T.	80 1/2
Java—Bank T.T.	100 1/2

Buying.

4 months' sight L/C.	1 1/10 3/16
6 months' sight L/C.	1 1/10 5/16
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1 1/10 7/16
4 months' sight France	2 33
6 months' sight do.	2 34 1/2
4 months' sight Germany	1 91
Bar Silver	25 1/2
Bank of England rate	2 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New	1,100
" Old	1,150 1/160
" Older	1,200 1/240
" Oldest	1,300 1/330

Patna New	1,150
Benzars New	1,100
Patna (Paper)	750 1/910

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from FUNG WA CHUEN, Esq., to sell by
PUBLIC AUCTION,
ON

WEDNESDAY AND THURSDAY,
the 12th and 13th April, 1905, commencing
each day at 2 P.M., within his residence,
"Burnside," Robinson Road,
THE RESIDUE OF HIS
VALUABLE

HOUSEHOLD FURNITURE

THEREIN CONTAINED,
Comprising:—

SILK-COVERED SADDLE BACK
DRAWING ROOM SUITE (Amar can make),
MOROCCO-COVERED DINING ROOM
SUIT, TEAKWOOD EXTENSION DIN-
ING TABLE, IMPERIAL DINNER SER-
VICE, SILVER WARE, CANTON CARVED
BLACKWOOD DOUBLE BEDSTEAD,
FLOWER AND CURIO STANDS, SIDE
TABLES, SOFAS, CHAIRS, JADESTONE
PLATES and ORNAMENTS, OLD PEKIN
CLOISONNE WARE, DOUBLE BRASS
BEDSTEAD, MARBLE-TOP WASH-
STANDS, &c., &c., &c.

ALSO

A Large Assortment of Valuable
CHINA WARE.

Particulars as per Catalogues, which will be
issued on Monday, the 10th instant.
On view on Tuesday, the 11th instant.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th April, 1905. [451]

PUBLIC AUCTION.

THE Undersigned have received instructions
from NEWMAN MUMFORD, Esq., to sell by
PUBLIC AUCTION,
ON

FRIDAY,
the 14th April, 1905, at 2 P.M., within his
residence, Stokes Bungalow East,
The Peak.

THE WHOLE OF HIS
HOUSEHOLD FURNITURE,

Comprising:—
TEAKWOOD EXTENSION DINING
TABLE and CHAIRS, TEAKWOOD HAT-
STANDS with GLASS, SINGLE IRON
BEDSTEADS with WIRE and HAIR MAT-
TRESSES, TEAKWOOD WARDROBE
with GLASS, TAPESTRY COVERED
DRAWING ROOM SUITE, PICTURES,
MARBLE-TOP WASHSTANDS, COOK-
ING STOVE and UTENSILS, &c., &c., &c.

ALSO
One COTTAGE PIANO, by Chapell &
Co., London, (in Good Order and Condition).
Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th April, 1905. [454]

Notice of Firm.

NOTICE.

WE have this day been appointed AGENTS
in this Colony of the "AGENCIA DO
BANCO NACIONAL ULTRAMARINO, MACAU."

ROZARIO & Co.,
47, Wyndham Street.
Hongkong, 1st April, 1905. [444]

Intimations.

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

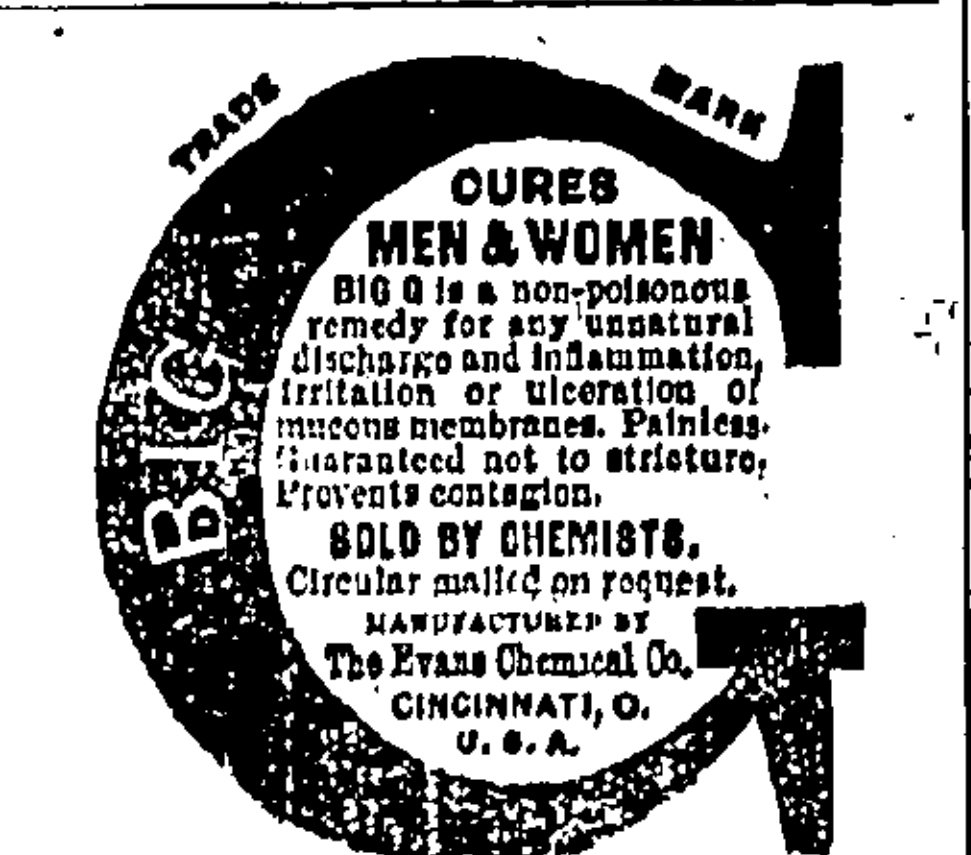
HAVE just received a shipment of second
hand Pianos from \$200 upwards, and a
written guarantee for a test period of TWO
Years given for each instrument.

A large consignment of records at the low
figure at \$1.80 each, 5% on wholesale orders.

The largest and most varied Stock of Music
in China. Inspection solicited. Our work-
men are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.
Hongkong, 14th March, 1905. [365]



LEVY HERMANOS.

D'AMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES."
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Waiwan's Building.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1905.

Intimations.

CHINA COMMERCIAL S. S. CO.

WANTED.

SURGEON for the S.S. "KENSINGTON"
for a voyage to Mexico.

J. S. VAN BUREN,
Superintendent.

Hongkong, 6th April, 1905. [450]

WANTED.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A. D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

Gregory

WINE
AND
SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. Powell & Co.'s old premises).

Specially
Recommended:

Per case, quarts.

Chateau La Tour Marceau ... \$9.00

(a fine full flavoured claret).

Chateau Haut Vigneau ... 18.00

(a splendid after dinner wine).

Chateau La Tour de l'Île ... 18.00

(a white wine of exceptional bouquet).

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 31st December, 1904.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per month, proportionally. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

THE HONGKONG TELEGRAPH

HONGKONG, MONDAY, APRIL 10, 1905.

THE BALTIC FLEET.

The news which was received in Hongkong yesterday that the Russian Baltic squadron had passed Singapore came as an amazing surprise to the majority of people in the Far East. The vagaries which have characterised Roshjstevsky's fleet since it left the shelter of home waters, the delays and dilatoriness at Madagascar, the repeated contradictions that the fleet had sailed, followed by the statement that it occupied its old position, hardly prepared the public mind for this sudden spasm of energy. The Baltic Fleet, however, has reached Singapore and the question now to be considered is—what will happen next? It is known that a flying Japanese squadron is somewhere near the Gulf of Siam, and the difficulties of the Russians are now about to begin. With a line of vessels extending over ten miles and proceeding at the low speed of eight knots an hour, the Baltic fleet is peculiarly liable to attack by a mobile squadron of fast cruisers; and according to a rumour which gained currency in Hongkong to-day a fight has already taken place. It was reported that the Russian consul at Hongkong had received a telegram to the effect that an engagement had been fought 80 miles to the eastward of Singapore in which the Russians had proved the victors. The rumour went further, and alleged that five Japanese warships had been sunk by the Russian fleet, but what truth there is in all these reports it is difficult to say. If Roshjstevsky has really proved his calibre as a naval commander in the first engagement with the Japanese, the Tsar's choice will have been brilliantly justified; but there is always a suspicion in the mind that if there has been a fight the advantage has been not with the Russians but with the Japanese. However, time will tell; but in the meanwhile the Baltic fleet is slowly proceeding to the Farther East, and, from all accounts, an engagement in the very near future is inevitable. It has been suggested, and the probabilities are great, that Roshjstevsky will divide his fleet at sea, that one half will go to Indo-China, while the remainder makes for Vladivostok via the Philippines. The result of such a move would be to permit the Russians to harass Japanese trade in these waters, while the rest of the fleet would account for matters in the north. French neutrality would not be greatly taxed—if the vessels only entered for coaling purposes—and, moreover, the French have always had a partiality for their Russian allies; a fact which is not perhaps very surprising. Whether the other half of the fleet could succeed in evading the lynx-eyed Japanese cruisers is another question. Now that the Baltic fleet is here, events are bound to march rapidly, and it cannot be many days before we are able to realise the strength of Russia's forlorn hope.

HONGKONG'S RIVAL.

An important step is being taken by the Government in Manila, with the object of fostering the shipping trade of that port. A committee has been appointed to investigate the harbour regulations and the restrictions which hamper American and foreign trade, and to promulgate a plan for their improvement. The real object of the committee is to rival Hongkong as a distributing centre, and already the good people of Manila see their port the hub of the Far East. Major-General Corbin, chairman of the Committee which is to accomplish this great work, candidly expresses the opinion that from its geographical situation, and with its new system of harbour works, Manila is the future trade centre of the Orient. Of course, Rome was not built in a day and Manila is not likely to compete successfully with Hongkong for some time to come; but the Americans are to make a bold bid for custom, and no expense will be spared to secure the end in view. The Committee, which

has been appointed to investigate the harbour regulations, will also consider the question of lowering the port and harbour dues, so that Manila may become the distributing centre from Singapore to Manchuria. The greatest reliance is placed on the character of the new docks to attract shipping. It is pointed out that large steamers are unable to approach within fifteen or twenty miles of Shanghai; while at Hongkong and Singapore ships must lie out in the roads, on account of the lack of docking accommodation. By using the new docks, now under construction in Manila, vessels can load or unload with the same ease and facility as they can in New York or Liverpool. Major-General Corbin sees no reason why Manila should not be the terminal point for the big trans-Pacific liners. By a system of bonded warehouses, modifications of the port and harbour regulations, and an amendment of the harbour dues, Manila will leap at once into the front rank as one of the great ports in the world. This roseate dream, however, depends upon private enterprise, and it remains to be seen how far the people of Manila will respond to the call for increased energy. At any rate, Hongkong need not feel greatly alarmed for some years to come.

LOCAL AND GENERAL.

H.M.'s surveying vessel *Rambler* left for Singapore this morning.

BISHOP Favier, of the Lazarist's Mission, Peking, died on 3rd inst.

MR. Ragsdale, American Consul-General at Tientsin, has been transferred to Dawson City, Yukon Territory, on promotion.

SEVEN cases of small-pox were notified as having occurred in the Colony last week. Five of these were Chinese, one European and one Indian.

THE total population of China is estimated at 432,000,000. Shanghai is given at 651,000, Soochow 500,000, Hankow 870,000, and Tientsin 750,000.

IGNOR Marconi states that he is confident that before long he will be able to transmit messages to the Antipodes more economically than by cable.

OWING to the presence of rinderpest in the Philippines, the desirability of the Commonwealth dealing with the quarantining of stock is being emphasised.

MR. J. C. Aikman, M.L.C., who purchased the wrecked steamer *Australia*, has abandoned his efforts to float the ship. Out of the content, however, he netted £8,000.

GENERAL Fock, who is now a prisoner at Nagoya, has no faith in General Linievitch being able to save the Russians from disaster, where General Kuropatkin failed.

At a meeting of the directors of Messrs. Hall & Holtz, Ltd., on Wednesday last it was decided to recommend the payment of a final dividend of \$1.50 per share, making 12½ per cent. for the year.

WE learn that Mr. Tully, of Messrs. E. C. Wilks and Co., who was so successful in floating the ill-fated *S. S. Shrewsbury*, is laid up suffering from injury to his knees, as the result of a fall. Mr. Tully was stepping out of a tram car when he slipped on the narrow foot-board, and landed on his knees.

THE clause in the new mining regulations prohibiting foreign participation in mining interests in China, is still being discussed in Peking, and the Chinese Government have not yet complied with the demand of the Foreign Ministers for it to be struck out as it violates the protocol and the commercial treaties. — *P. & T. Times*.

A FRENCH sailor from the *Resolut* was charged by a ricksha coolie with refusing to pay his fare after driving around the town. Defendant said he started out with \$10, and had a few drinks, and when he returned to the Sailor's Home he found he had no money left. The case was remanded by Mr. Kemp till to-morrow.

THE officers of the armed cruiser *Rion*, formerly the Volunteer steamer *Smolensk*, held a special banquet to celebrate the news of the fall of Port Arthur, which only one officer declined to attend. They were not, however, rejoicing over a Russian reverse, but they thought it would lead to peace and enable them to get back to their homes.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 9th April, 1905:

	Library	Museum
Non-Chinese.....	294	74
Chinese.....	109	1,873
Total.....	403	1,947

THE *Eastern Times* gives currency once more to the discredited old fiction that the Peking authorities are contemplating the introduction of constitutional government into China. The *China Gazette* says, the story, which comes from Tokyo, is only a revival of the fable that was current when Kang Yu-wei was at the height of his notoriety, and is about as choice a piece of nonsense as a credulous public was ever asked to swallow.

COMMISSIONER F. A. Carl, returning from St. Louis Exposition, was expected to arrive in Shanghai by the N. D. L. S. *Prinz Heinrich*. Mr. Carl is well known in Hongkong by reason of his long connection with Lappa, where he was engaged in the service of the I. M. C. agents.

MR. N. de G. Davies, who is conducting explorations in Egypt, reports having discovered between the sepulchres of Rameses IV. and Rameses XII, the tomb of Yua and Tui, parents of Queen Telo. The sepulchres had not been disturbed since the time of the eighteenth dynasty (about 1300 B.C.), and were still filled with Royal treasures. The discovery is the most important ever made in Egypt.

ON the occasion of the departure of Acting Judge Wilkinson from the bench of the British Court in Bangkok, a tribute was paid to the local press for their reports of the law suits. Mr. Naylor, of counsel, remarked that local reports of cases certainly would not bear comparison with the "Times Law Reports," but they were infinitely better than the reports appearing in the Singapore papers. It was only when compared with Hongkong and Shanghai, where the reporting was very excellent indeed, that Bangkok fell at all short.

VICEROY CHOW Fu of Iankiang recently appointed Admiral Yeh of the Nanyang and Peiyang Navies to inspect with the assistance of Mr. Basse, a German civil engineer, the site for the dockyard of the Shanghai Arsenal and to adopt such measures as are deemed necessary for the purpose, as already reported. It is now learned that Mr. Basse has returned to Nanking, giving a full report of the dockyard schemes, to the Viceroy. Mr. Basse has been ordered to carry out the schemes with power to employ engineers. — *Sinwaphoo*.

A VERY enjoyable social evening was spent at the Y.M.C.A. on Saturday, on the occasion of a farewell reception by the Chinese department to the general secretary, Rev. W. J. Southam and Mrs. Southam, who are leaving for England by the next German mail. After a musical programme had been gone through a large number of members and friends sat down to a banquet, and following the removal of the cloth, the President of the Department addressed the assembly eulogising the work of Mr. Southam and wishing him and his wife a pleasant holiday. Others having spoken and Mr. Southam replied, two Chinese silk scrolls were presented on behalf of the native department and the beautiful giftshaving been suitably acknowledged the proceedings terminated.

A COMMUNICATION has been received by the Minister for Mines and Agriculture from Mr. J. B. Sutor, Commercial Agent in the East, wherein he refers to an inquiry he heard of for a large quantity of lead, and only 14 days given for the supply. It appears a certain firm had a large consignment on hand, with the result that they obtained the contract under most favourable terms. Mr. Sutor says there are similar and numerous instances, for it is a characteristic in the Orient not to anticipate requirements for any length of time ahead, hence urgent deliveries asked for when required. Mr. Sutor also again refers to the advisability of a certain portion of the copper output being reserved for the East instead of forcing importations via London and other places.

MR. W. H. Trenchard Davis, hon. secretary of the Hongkong Volunteer Reserve Association, informs us that fifty members entered for the April Competition, under sealed handicaps, on Saturday at the King's Park range, and some good scores were recorded. No scores will be published until next month, members having the option of shooting again for the same trophy at 200 yards on Saturday, the 22nd inst. It has been found necessary to amend the original programme as follows:—Saturday, 22nd inst., 200 yds. Monday, 24th inst., 500 yds. and Saturday, 29th inst., 500 yds. The firing points have been repaired and lengthened, and many other improvements effected at the range. Arrangements are now being made to erect shelter sheds at the various firing points.

A NEW ISLAND IN LOOCHOO ARCHIPELAGO.

REMARKABLE VOLCANIC DISTURBANCES.

WE learn from the *Japan Mail* that a new island has made its appearance in the Lochoo Archipelago. It is said to be 2,000 feet long by 1,800 feet wide, and to be surrounded by a sandy shore. Near the north coast is a lake. The island emerged from the sea on the 4th of December, but the fact was not announced to the local officials until the 8th of March. Its position is 3 nautical miles south of Iwojima. From the 14th November frequent intervals sounds were heard from the sea; sounds as of heavy explosions, and on the 28th heavy smoke was observed. The inhabitants of Iwojima imagined that a steamer was passing, but as the volume of smoke grew denser and continued to emanate from one place, they suspected the truth. This went on until the 4th of December, and on the appearance of a small island was observed amid the smoke, which thenceforth grew lighter, so the 6th, the island stood plainly revealed. In January the people launched a boat, and on the 30th of that month they landed on the north shore of the new island. They ascended the highest point, 480 feet above the sea, and there raised a post declaring the island to be the property of Japan, and saying that it had been first observed by the inhabitants of Iwojima on the 18th of December. The face of the island is covered with volcanic tuff and the water of the lake is boiling.

BANK BURGLARY IN HONGKONG.

NEARLY A QUARTER OF A MILLION STOLEN.

An exceptionally daring burglary, carried through with great dash and audacity, was committed at the premises of Sui Hing, banker, 100 Wing Lok Street, in the early hours of Sunday morning, and money and securities aggregating \$216,010 were appropriated. No clue to the perpetrators of the burglary has been found, and the proprietor of the establishment can offer no suggestion as to any suspected party.

When the premises were locked up on Saturday evening, the money, promissory notes, scrip, and shares belonging to the firm were placed in the safe—one of the old-fashioned iron box affairs. The safe stands in the ground floor of the business, and is a door to the room in which it was, it is stated, three servants sleep. About 3 o'clock on Sunday morning one of the partners awoke with the uneasy feeling that there was some stranger in the house. He immediately went to the next room, and was shocked to find the safe standing wide open and its contents rifled. He gave the alarm to the whole household, but the burglar had fled, taking with him everything of value he could lay his hands upon. When the proprietor came to measure the extent of his losses he was dismayed to find that the burglar had taken \$216,010 in ready cash, mostly notes of small denominations, although there were one or two of \$100 each. Bills and securities to the value of \$211,362 has also disappeared, besides scrip for ten Hongkong Banking Corporation shares, the office chop, and various scrip. It will be practically impossible to trace the bank-notes, but the securities should be recovered unless the burglar, finding that he cannot dispose of them without involving the risk of his own capture, should wantonly destroy that evidence of his crime. As for the promissory notes, they are of no use to anybody except the drawer, and it is not at all likely that the Bank shares will be sold, certainly not on the local market at any rate.

As previously remarked the proprietor of Sui Hing says he has not the faintest suspicion who the burglar could be; he has no enemies that he is aware of, and it is unlikely, in his opinion, that a person would burgle a house merely to get back a promissory note. It is the cleverness and the cool manner of proceeding about the matter that will arouse attention. From all that can be seen, the burglar entered by a skylight on the roof of the house. He found his way to the basement, past half a dozen sleepers, and yet he must have trod so lightly that he never even stirred the repose of the slumberers. Then he fitted a key into the lock of the safe, carefully selected what he wanted, and wandered away the same way as he had come. He had fingered the papers so gently that they do not seem to have rustled even, otherwise the three servants sleeping in the adjoining apartment, separated by a thin partition from the safe, would almost certainly have heard the noise. The fact that he had a key upon him, with which to manipulate the lock would seem to hint at inside complicity, but Sui Hing scouts that notion.

It is stated that the bank does not usually keep such a large stock of money in the house, but on Saturday evening, after the sales of the day, several tradesmen brought their takings to the bank, with the result that the value of the money and securities totalled nearly a quarter of a million of dollars. Of that sum, it is possible that the burglar may manage to secure for himself \$5,000 or more, but the rest is valueless to him. The story reads like an amazing puzzle; the crime might have been committed by a somnambulist, for all the traces left behind. And the curious part of it is that nobody can even hint at a possible clue. The police were informed of the occurrence on Sunday forenoon, but up to the present time, not a vestige of the missing money has been seen or heard of. It is a mystery which will give the police authorities something to think about for some time to come.

HARBIN ARSENAL DESTROYED.

An expanded cablegram printed in Manila exchanges, and dated from San Francisco on 4th inst., states that a bomb explosion in a Russian arsenal at Harbin was the cause of a terrible disaster to the Russian arms. Seventy-five men, mostly soldiers, but some of them civilian employees of the ordnance department, were killed and a great many others were wounded. The official explanation is that two workmen were filling the shell when through carelessness on their part it was exploded. The concussion set off other shells and in an instant the entire contents of the arsenal, numbering millions of projectiles, went up in a solid column of flame and smoke, and a thundering detonation shook all Harbin. Houses were wrecked for many yards about the arsenal, people were thrown violently to the ground, and cavalrymen patrolling the streets of the town were unhorsed. Every one in the arsenal perished. The loss to the Russian army is a severe one, as the munitions destroyed were intended to be used by Linievitch's army, and it will be weeks before a new supply can be brought over the trans-Siberian railroad.

THE following telegraphic information, dated the 2nd inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Aljin-Bosch-en-Landbouweexploitatie in Langkat, Ed.:—

Daily aggregate output of Crude Petroleum 87,000
Crude Petroleum in Tanks at date 260,000
Cases.
Kerosine made since the date of the preceding half monthly telegram 82,000
Kerosine shipped since the date of the preceding half monthly telegram 77,000
Kerosine in stock at Refinery at date 51,000

SOLDIER'S STRANGE DEATH.

ACCIDENTAL POISONING.

At the Magistracy this afternoon, Mr. F. A. Hazeland, sitting as Coroner, held the inquiry into the circumstances attending the death of one Usuf, a private in the 119th Mahattas, which occurred on the 27th ult. The following jurymen were empanelled: Messrs. Walter Daniel (Foreman), K. N. Mody, and Somerville.

Shek Otor Ali said he belonged to the same 119th Mahattas regiment as deceased, who was a Mahomedan. On the night deceased died witness went to see him at 9 o'clock, to take a lesson in the scriptures as usual, and found him well and in good spirits, and stayed about an hour. He never heard deceased say he was sick of life, and he never heard him threaten to take his life.

Mahomed Ali, who was in the same company as the deceased, stated that on the night before deceased died he did not hear him complain of feeling ill, of having had any bad news, or of being tired of life. He was still in bed when witness got up early the next morning. He did not know if deceased got up in the middle of the night. He remembered deceased going to hospital, but did not know before he was taken there that he was ill. He was a married man and his wife was in India.

Shimat Khan, a private in the 119th regiment, stated that he slept in the same room as deceased. On the night of the 27th witness went to bed at 10 o'clock. Deceased was then sitting on his bed. He did not complain at all of being ill. At six o'clock next morning, deceased was still sleeping in his bed. At seven o'clock when he returned to the room he saw that the deceased was sick. He was then in the *doory* ready to go to hospital, and was senseless. Witness saw him carried away to hospital.

Ahmed Ali Khan said deceased complained to him about half-past five that he was feeling ill. He was there in his bed. Witness then went to fetch a *doory* to take him to hospital. That was about six o'clock; when he returned with the *doory*, deceased was sitting up but was not senseless, though he did not reply when spoken to. Witness felt his head and found he had fever. He was senseless when he was removed to hospital. Deceased did not go out that day at all.

Another Indian deposed that he was the Company cook; and on the 27th ult. witness cooked the evening meal for deceased, who, that night, only ate bread which witness made. He used the usual flour, and nothing else.

Captain W. Luke, of the Indian Medical Service, stated that he was medical officer in charge of the 119th Infantry. He saw the deceased first between seven and half-past seven on the morning of the 28th ult. The man was then senseless, and had slight fever, and was unconscious of any painful pressure. He did not respond when called upon. His pupils were widely dilated, and insensible to light. His skin was warm, and his organs apparently healthy, the heart beating forcibly, and there were no signs of any disease—such as enlarged glands, etc. In witness's opinion deceased died from poisoning from a vegetable alkaloid, such as datura. Suicide is rare among Mahomedans, and is uncommon in India generally. The religion of Mahomedans is against suicide. Datura is used as a powder to alleviate pain, and is also smoked in cases of asthma, and is a specific among the natives for colic. There have been a good many cases of colic among the Indian regiments in Hongkong, due to the cold winds. Deceased's quarters searched by witness's assistant, but nothing was found. There is no difficulty in obtaining this datura in Hongkong.

His Worship shortly reviewed the evidence in his charge to the jury, and pointed out that what they had to consider was whether the poison was administered by another to murder deceased; whether he took it himself to commit suicide; or whether he took an over-dose accidentally. As regards the first point no evidence had been adduced to suggest that the man was murdered. On the second point it was in evidence that the man was of a happy disposition, and on good terms with all his comrades. On the point of his accidentally taking an over-dose it was in evidence that the datura was commonly taken by the Indians for colic, and colic was very prevalent among them, especially as the regiment had only been here two months.

The jury, after a brief consultation, returned a verdict of death by misadventure by accidental poisoning.

In an interview with Professor Watson, of the Adelaide University, who has just been on a trip to Hongkong and Manila, reference is made to a disease in the Philippines known as surra, which is killing off horses and cattle. The disease, it is stated, is believed to be identical with the sleeping sickness so destructive among certain natives in South Africa.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of India*) 11th inst.
German (*Prinz Heinrich*) 11th inst.
German (*Preussen*) 12th inst.
American (*Monticola*) 16th inst.
Indian (*Mamang*) 17th inst.

The P. & A. s.s. *Arabia* sailed from Portland, on 1st inst., and is due here on 3rd prox.
The Java-China-Japan Lijn s.s. *Tjipanas* left Kobe via Kuchinozu and Amoy for this port on 7th inst., and may be expected here on or about the 18th inst.

The Imperial German Mail s.s. *Prinz Heinrich* has left Shanghai on Saturday at 11 a.m. and may be expected here on or about to-day p.m.

The P. & O. S. N. Co.'s s.s. *Poon* left Singapore for this port on 9th inst., at 11 a.m.
The P. M. S. S. Co.'s s.s. *Manchuria* with mails, &c., will left hence March 11th for San Francisco via Shanghai, Nagasaki, Kobe, (Inland Sea), Yokohama, and Honolulu, arrived at her destination on the 7th inst.

TELEGRAMS.

[Reuters.]

Alleged Bonapartist Plot in France.

LONDON, 7th April.

A sensation has been caused in Paris by a seizure, in the suburbs, of stores, military uniforms and cartridges, believed to be in connection with a Bonapartist plot to seize the President and Ministers, and overthrow the Republic. Two arrests, including a half-pay officer, have been made.

The Earthquake in India.

One hundred and forty Gurkhas were killed by the collapse of the stone barracks at Dharmasala and seventy-one are missing; up to the present it is known that sixteen English were also killed there.

Five hundred Gurkhas were killed at Dharmasala, and three missionaries perished in the ruins of the Mission House at Kangra.

France and Morocco.

M. Delcassé has made a brief statement in the Chamber explaining in carefully chosen phrases that France will continue to give advantageous advice to Morocco, as friends seeking to injure none, and will be ready to discuss any possible misunderstanding with any one.

The War in Manchuria.

General Kharkevitch reports that the Japanese have been forced to retire from Erdasheze to Sulu shu.

Russia.

8th April.

Several members of the Moscow Medical Congress have been arrested.

The Government.

Mr. Balfour, speaking at Leeds, said that the Government was resolved to remain in office as long as it possessed the confidence of the House.

[N. C. D. News.]

The Armada that is Coming.

Osaka, 3rd April.

The speed of the Italian fleet shows a decrease of two knots since it left Madagascar, and the crews are in consequence much dispirited.

The Cost of the War to Russia.

Osaka, 3rd April.

According to the St. Petersburg Official Gazette the Russian losses since the outbreak of the war are 435,000 men, and the expense incurred is £208,000,000 sterling.

HONGKONG DOCKS.

WORK IN SIGHT.

Over a month ago the steamer *Pharsalia*, bound to Manila with a cargo of coal from Australia for Messrs. Castle Brothers Wolf and Sons, struck an uncharted rock in San Bernardino Straits, Philippine Islands, and an attempt is to be made to save the ship. It is understood that Capt. Garry has reached an agreement with Lloyd's, the underwriters of the wrecked steamer, and was to leave for the scene of the wreck on Saturday with a crew and equipment to float the ship. The latter consists of five large pumps, the smallest one being 10 inches in diameter, two 14 inch and two 12 inch pumps, and a complete diving apparatus. Captain Chapman of the wrecked schooner *J. B. Leeds* will assist in the work and Mr. Benton, formerly second mate of the *Leeds* will do the diving. A crew of about thirty natives will go with the expedition. The terms of the contract are that Captain Garry with deliver the vessel in Hongkong for \$55,000 (gold) and if the attempt to save the *Pharsalia* is unsuccessful he is to bear all the costs without any payment for the work. An unsuccessful trial to raise the stranded vessel has already been made by a local wrecking firm. Some of the coal aboard the vessel was lighted, but a large portion still remains in the hold.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE V. R. C. SPORTS.

IN THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—With reference to the V. R. C. sports on Saturday, a very curious remark was passed by one of the members of the above Club, when the names of the children were being taken in the girls' race. It was stated that two-thirds of the children were ineligible to compete, because the race was meant for the children of members. Only Mr. Mitchell was approached and said that there was no definition in the programme as to who were or were not entitled to run. If the V. R. C. is going to confine the race to members' children only, why not specify in the programme and advertisement, so that there may be no misunderstanding on the subject.—I am, etc.,

PRO BONO PUBLICO.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.

On the 10th at 12.5 p.m. The barometer has risen in F. Japan, and fallen over China and the Loochoos.

The area of high pressure has progressed Eastwards and is now lying over SE. Japan, and a depression appears to be developing to the S. of the Loochoos.

Gradients are slight on the China coast, and moderate variable winds will probably prevail in the Formosa Channel and moderate NE. winds over the N. part of the China Sea.

Forecast:—Moderate or light E. winds; fair.

THE CRUISER "SULLY"

Through the courtesy of the French Consul we learn that the salvage operations on the *Sully* are going along very satisfactorily, and, given a continuance of fine weather, those in charge of the operations are very sanguine of her ultimately being floated off her present perch and towed safely to dock. Notwithstanding the length of time she has been on the rock she shows no sign of weakness anywhere, but is firm and steady, and all now depends practically upon the weather.

FANCY DRESS BALL.

ROYAL ENGINEERS EN FETE.

It was an exceedingly happy idea which induced the members and non-commissioned officers of the Royal Engineers stationed in Hongkong to give a fancy dress ball, which took place in the Engineers' Theatre at Wellington Barracks on Friday night. There was a very large attendance at the ball, and from the variety of costumes represented, and the character of the roles assumed by the masquers, it was evident that no little interest had been aroused in the event. The theatre, which is none too large on ordinary occasions, was crowded to overflowing, and, indeed, dancing during the earlier part of the evening was carried on in what might be termed a congested area, but everybody was in the highest spirits, good-humour was bubbling over, so that what might have been considered by some an inconvenience became a source of fun and amusement. The friends of the non-commissioned officers turned up in full force, amongst those present being Captain and Mrs. Watkins, and Lieut. Clark, R.E. The arrangements were under the charge of Q. M. S. Saunders, R.E., president; Q. M. S. Hunt, R.E., secretary; and a committee including Company Sergeant Major Hobson, R.E., and Sergeant Woodruff, Army Pay Corps. When the dancing was in full swing, the scene was not only exceedingly animated, but it was decidedly picturesque. The sight of an alleged Vandy dressed up in hayseed style prouetting with one of the Roman tribe, or a Canadian scout "making up" to a Dutch frau would have charmed the heart of a Hogarth. There was an alleged British workman on the scene, and he carefully sustained the character by refusing to work at any price. Some of the Court dresses were exceptionally good. Among the ladies, those who represented the plays of all nations, the Scotch lassie, the Pierrotte and various allegorical figures such as Night, Winter, Folly and so forth, were complimented on the results of their taste. There was a large array of Indian dresses; the gallant Engineers being no doubt in a position to get the real thing from the Indian Troops across the way. As for Chinese representations, that character seemed to be remarkably popular, for there was a host of mandarins, literati, Chinese blue-jackets, and all the rest of it. The Chinese coolie, however, was remarkable by his absence. In the course of the evening a flash-light photograph was taken of the party and it is to be hoped that the brilliance of the scene will be adequately brought out on the negative. The Engineers' band provided the music for the dancers and it was done derably after midnight before the gathering broke up. Refreshments were supplied at a buffet, and altogether the proceedings proved exceedingly enjoyable.

Among the characters represented at the ball were—Mrs. Hunt, pierrotte; Mrs. Minion, Stars and Stripes; Miss Gidley, Greek maiden; Mrs. Thomson, flags of all nations; Mrs. Oxberry, Night; Mrs. Thomas, Winter; Mrs. Goldenberg, Folly; Miss Sheffield, an American girl; Mrs. McLeod, Scotch Lassie; Miss Edwards, Mrs. Moffatt in Pantomime; Mrs. Gass, Flags of all nations; Mrs. Germain, Little Red Riding Hood; Mrs. Webb a nurse with Baby; Mrs. McElvey, Flags of all nation; Mrs. Jacobs, Snake Charmer; Mrs. Frampton, Queen of Black Diamonds; Mrs. Mitchell, nurse; Mrs. Kynoch (Kowloon) Night; Mrs. Smith, Eighteenth Century Lady; Mrs. Wilds, Mrs. Blogg, and Mrs. Simons, Irish girls; Mrs. Hill; French Peasant; Q. M. S. Hunt Chinese Sailor; P. Kohn, Alf, Cavellera Rusticana; Inspector Lawrence, Nabob; Mr. Tuckers, Rajah; Mr. Hylander, Chief; Mr. Ross, P.W.D., Highlander; Sgt. Hewitt, A.S.C. Jockey; Corporal Mann R.E., Q.M.S. Minion, R.E., Torpedo Gunner Wilkes H.M.S. *Albion* all as "beefeaters," Q. V. S. Saunders, Pierrot; Mr. Evans, Toreador, Mr. Donovan as Chirgwin or the White eyed Kaffir, Mr. Howarth, Prince of Burnley, Mr. Howell, Supreme Court, Chinese Mandarin, Mr. Hill, Barrister, Company Sergeant Major Hobson, a British Workman; Mr. Huxley, H.M.S. *Centurion*, Black and White; Staff Sergeant Voser, R.E., a soldier off duty; Sergeant Major Jacobs; Albatian; Ex. Sergeant Major Smith, late R.G.A.; Crown Staff Sergeant Walston, a Country Squire—Sergeant Major Whitehead Chief; Company Sergeant Major Logan representing the H.K.V.C.; Staff Sergeant Thompson, Clown; Staff Sergeant and Mrs. Olive, Chinese Mandarin and Lady.

PRINCE ARISUGAWA

EXPECTED IN HONGKONG.

Prince and Princess Arisugawa and suite are expected to arrive from Shanghai by the Norddeutscher Lloyd steamer *Prinz Heinrich* on their way to Germany. Their Highnesses are accompanied by Mr. Saito Totoro, Director of the Court Treasury, Mr. Itō Yukichi (son of Marquis Itō) Marshall of Court, Mr. Maruo Kinsaku, Chamberlain to the Crown Prince of Japan, Captain Bawa Kinsaku, of the Japanese Navy, Major Hishida Kikujuro, Artillery, Mr. Minura Ishinoske and Mrs. Hashinobi, Lady in Waiting. Prince Arisugawa is a cousin of the Mikado and at one time was adviser. He was educated in England and spent some time in the British navy. He now holds the rank of Admiral in the Japanese navy and it is said of him that he has had practical experience in almost all branches of his profession and has even acted as stoker.

SHIPPING JETSAM.

The *Kong Nam*, stranded on Ma Wan Island, is now pumped dry, and it is hoped at high tide to-morrow, she will be floated off and towed into dock. Since pumping her out her hold has remained free of water.

A raid has been made on the transport *Lisum* which recently arrived at Manila from Hongkong, and, as a result, goods to the value of \$5,000 (gold) were discovered on which no attempt had been made to pay the duty. The goods were seized and the matter is now under investigation. It is claimed that the goods were to be smuggled ashore.

THE RULE OF THE ROAD.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, at the Marine Court this morning, P. C. Fred Norman charged Leung Yau, Master of the licensed steam launch *Hoi Ping*, certificate No. 1,094, with unlawfully failing to keep to his starboard side in the Southern Fairway, at 5.30 p.m. on the 6th inst. P. C. Norman said that at 5.30 p.m. on the 6th inst. he was on duty in the Southern Fairway, and noticed the defendant in the steam launch *Hoi Ping* steering west, close in shore abreast of Wing Lok Street. He continued on this course and then crossed the Fairway. Leung Yau said he had to cross there, but when, with model he tried to explain why, it was shown that he had no excuse for not observing the rule of the road at sea, and he was accordingly fined \$3.

With a view to effecting a connection with various lines running between Formosa and the South China ports, and in compliance with the Japanese Government order, a Japanese steamship company have decided to start a regular line between Shanghai and Hongkong, via Foochow, Amoy, and Swatow. The steamers to be used on the service will be the *Triumph* and *Clara Jensen*, both chartered vessels, the latter of which, says the *N. C. D. News*, is due here from Hongkong on the 11th inst., and will sail from Shanghai about every ten days. This line may expect especially to be patronised by shippers to Formosa; as, with the establishment of the line, the inconvenience hitherto experienced in sending cargo via Japan is done away with. Another feature of the line will be the punctuality in departure from every port, this being necessary to meet the Government order. It may be added that the Company's own excellent steamers will take the chartered vessels' places before long.

FOREIGN TRADE OF CHINA.

THE CURRENCY QUESTION.

The following is from the report of Mr. H. B. Morse, statistical secretary of the Imperial Maritime Customs, on the Foreign Trade of China for the Year 1904—

The war appears to have been of minor importance among the conditions affecting the trade of China during the year. A large area of production and consumption was cut off, and trade was hampered, to some extent by the action taken by the Chinese authorities in restraint of those who would have made of the Chinese ports bases of supply for one or other of the belligerents; otherwise, and at a distance from the seat of war, the direct effect was not clearly perceptible. Indirectly, of course, some effect was produced. The monetary stringency, existing since 1900 and well marked at the end of 1903, became more pronounced as the war went on, and must be held accountable for some, at least, of the stagnation prevalent during 1904; it is probable that it was a potent agency in restricting the export of Chinese produce, and thereby increasing the so-called "adverse balance of trade." Among Imports we find that textiles, a third of the whole, alone show no expansion, a fact due directly to the inflated cost of the raw material. These various causes have had their influence in producing the depression which characterised certainly the first nine months of the year, but among all other causes the fluctuations in exchange must not be lost sight of. Trade can adjust itself to a low exchange or to a high exchange, or even to a shifting exchange if the movement can be foreseen; but a state of things which introduces the element of gambling into the business of every day, which makes it impossible for a merchant to estimate the amount in one currency which will give him a profit in another, and which may even make it doubtful if a profit actually realised in one currency can be safely landed in another, all this increases the cost of trading by enforcing the wisdom of large margins, and by so much acts as a restraint on trade.

From the lowest point, 2s. 4½d. in March 1903, exchange rose to 2s. 8½d. in May, a difference of 12 per cent. in two months; June it fell 3 per cent., and rose again to 2s. 11½d. in September, a jump of 13 per cent. in three months; in December it touched 2s. 8½d., a fall of 10 per cent. in three months; in February it had mounted to 3s. 1d., a rise of 16 per cent. in two months; was down again to 2s. 8½d. in April, a fall of 14 per cent. in two months; in three months was again up 9 per cent., and after another decline, made a jump in the last two months of 1904 of 8 per cent. In two years China saw a series of nine fluctuations between extreme points ranging from 3 to 16 per cent. for each in the currencies in which Imports and Exports are handled wholesale. When we come to the collection of Exports and the distribution of Imports, we have still another series of exchanges between the wholesale currency, silver, and the currency of the people, copper. From the diagram it will be seen that copper also has appreciated in terms of silver in the course of 35 years, silver having in that time lost over 30 per cent. of its copper exchange value. In the course of every year there is also much fluctuation in the exchange between silver and copper, but by no means always synchronous or commensurate with the changing relations of gold and silver. We have here a double-lever state of disturbed equilibrium. Every parcel of Foreign products in its course from

the place of production to the ultimate consumer, and every lot of Chinese produce from the producer to the Foreign market, are subject to a bewildering series of exchange conversions in which each person who handles the goods is forced to allow a margin to cover all possible fluctuations, which, as we have seen, may amount to 16 per cent. within a period insufficient to carry the goods from their starting point to their ultimate destination. No trade can stand such a strain under conditions in which even the wise foresight which settles exchange in advance may involve the operator in a heavy loss; and it is high time that all interested in the prosperity of the trade of China—governments, banks, importing and exporting merchants, guilds, jobbers, and retailers—used such influence as they possess to further any method of reform which will ensure stability of exchange.

Notwithstanding the evidence of the stagnation of trade, it is still true that China as a whole was in a prosperous condition during the year. In the North the crops were abundant. The unprecedented rains which visited Manchuria, impeding the movements of the belligerents and causing them much hardship brought to the cultivator a joy which was mitigated only by the difficulty he experienced in finding a cash market for his abundant crops. Chihli and Shantung were both favoured with good harvests, estimated at nine-tenths possible "best"; and nothing but the general stringency of the money market, more marked at Tientsin than elsewhere, interfered with a generally good year for trade. It is stated, however, that Shansi bankers, who four years ago abandoned their plundered vaults and withdrew their available assets, will resume operations at Tientsin during the coming spring. In Shantung the railway to Chi-nan, 412 kilometres from Tsingtau, was opened to traffic. From Sze-chuan alone at bad crops reported, and the ensuing destitution can only partially be relieved because of difficulty of transport. The wealthy Yangtze basin was free from the disturbances only in Kiangsi, some rioting and from Hangchow some pillaging of boats being reported; and the harvests of the whole of the vast area were excellent, as good as in 1903—tonnage, even, sufficient to move the Rice from Wuhu, was wanting. The stringency in the Hankow money market became more pronounced toward the end of year. From Hankow the railway to the north is open to traffic for 433 kilometres as far as Hsueh-chou, and the road bed is ready to the Yellow River. In Fuhkien, too, a very good Rice crop was harvested, but from the vicinity of Amoy come reports of devastating floods. From this province is heard the first audible note of distress—not local—due to the war, coming from the dealers in Tea and Timber, shut out from their northern market. Kwangtung suffered from deprivation of the Beancake needed to manure its fields, and the piracy in the Canton delta was rampant; the province as a whole was prosperous and the harvest abundant. The railway from Canton to Samshui has been opened to traffic, a length of 20 miles (32 kilometres). In Kwangsi the disorders have been reduced, if not entirely repressed, and here, too, the harvest was good. Yunnan reports the "harvesting of an exceptionally good crop of Rice," and an abundance of coin circulating, introduced for railway construction. Finally, far away Yatsung reports that the trade with Tibet was entirely disorganised by the operations of the British Expeditionary force, that a two years supply of both Imports and Exports is waiting to be moved, but that the necessary transport will not be available; from Yunnan and Szechuan come reports of increased trade with Tibet. On the whole, the conditions of trade were excellent and such as to overcome, except in the actual field of operations, the inevitably depressing effects of the war; and the maintenance and even increase of the values of the Import and Export trade are an indication of brilliant prospects for the coming year, assuming that no untoward conditions intervene to bring distress on the Empire.

The negotiation of the Commercial Treaties pursues its leisurely course. In 1902 was concluded the British Treaty, and those with Japan and the United States of America in 1903; to these has now to be added that with Portugal, signed in 1904, but not yet ratified. Two new Treaty ports were opened during the year—Kongmoon, in Kwangtung, on the 7th March, and Changsha, Hunan, on the 1st July. The total revenue of each treaty port is given as follows:—

Port.	Total Collection Hk. Tls.
Newchwang.....	604,793.9.8
Chinwangtao.....	133,629.5.9
Tientsin.....	2,009,198.2.5
Chefoo.....	731,201.1.3
Kiaochow.....	433,465.2.8
Chungking.....	591,118.9.1
Ichao.....	623,129.7.0
Shanghai.....	19,376.6.7
Changsha.....	35,366.7.7
Yochow.....	59,390.4.8
Hankow.....	2,749,222.5.1
Kiukiang.....	743,128.5.7
Wuhu.....	943,867.5.8
Nanking.....	210,621.2.4
Chinkiang.....	1,201,902.3.1
Shanghai.....	10,333,433.5.3
Soochow.....	78,699.7.6
Hangchow.....	709,956.0.7
Ningpo.....	689,176.3.8
Wenchow.....	58,813.4.0
Santiao.....	130,623.3.1
Foochow.....	606,117.1.2
Amoy.....	836,429.5.0
Swatow.....	1,550,644.0.6
Canton.....	3,016,595.7.8
Kowloon.....	315,422.1.4
Lappa.....	385,628.7.5
Kongmoon.....	85,724.0.0
Samshui.....	173,378.7.4
Wuchow.....	532,770.1.5
Kiungchow.....	150,985.2.9
Pakhoi.....	134,885.2.4
Lungchow.....	14,661.1.1
Mengtze.....	248,440.6.8
Semao.....	75,716.1.2
Tengyueh.....	53,911.4.1

Making a total of Haikwan tials 31,493,156 against Hk. Tls. 30,530,688 for 1903, being an increase of Hk. Tls. 962,468.

MAGISTRATE'S DECISION.

APPEALED AGAINST.

At the Supreme Court this morning the Chief Justice (Sir H. S. Berkeley) and the Puisne Judge (Mr. T. Sercombe Smith) heard an application for the re-hearing, before the Full Court, of a charge of common assault heard and determined by Mr. F. A. Hazeland, at the Magistrate's Court in February last. It may be remembered that the accountant of a Chinese shop, No. 140 Queen's Road West, was recently fined for being in illicit possession of opium, and it subsequently transpired that a servant boy, named Mok Shui, had been in the habit of feigning opium for the accountant of the premises, who concluded that it was he who had given information to the excise officers which led to his being fined for being in illicit possession of opium. It transpired during the hearing of the case of assault that the boy was brutally treated, as a result of which the accountant and five other men were charged and convicted and sentenced to imprisonment for six months with hard labour, without the option of a fine, and six hours in the stocks.

It was against this decision that Mr. H. E. Pollock, K.C. (instructed by Mr. d'Almada e Castro, Messrs. Brütton, Hett, and Goldring) appeared in Court this morning on behalf of the six defendants, Li Ngok, Chung Un, Li Hu, Leung Luk, Lu Yit, and Li Hon, while the Attorney-General (Hon. Mr. E. H. Sharp, K.C.) represented the respondent.

Mr. Pollock explained that they were before the Court on a motion made by the appellants for the re-hearing before the Full Court of a charge of common assault, which was heard and determined by the Police Magistrate on the 22nd February. Their Lordships would see from the form of the notice of motion that, in the first place, the appellants were asking for a re-hearing generally upon the facts of the case with leave to adduce fresh evidence; and, secondly, they were submitting to the Court that there ought to be a re-hearing on the grounds that the sentence which was passed upon the defendants was excessive. With regard to the general question of the sentence being excessive, Mr. Pollock said he would show their Lordships that the evidence given before the Police Magistrate certainly weighed unevenly upon the defendants relatively one to the other, and he submitted that, as a general principle, the case was unlike one, for instance, where six men start out, some of them being armed to commit a robbery, as each of the six would be responsible for any of the acts committed by any of the others. But it was rather a case of a situation suddenly occurring in the presence of several people, and if the Court could see that there was a different degree of blame attaching to the people in the present case there ought to be a differentiation in the degree of the penalty. He submitted, primarily, it would have been the duty of the Magistrate, assuming he was of opinion that the extreme penalty he could impose in his jurisdiction was insufficient as regards some of the defendants, to have sent them for their trial at the Sessions. With regard to the evidence given in the case their Lordships would see that practically the evidence against the defendants rested, he might say, solely upon the evidence of the boy himself, the complainant.

The Chief Justice intimated that no fresh evidence could be adduced at the present stage, and

Mr. Pollock alluded to the New Territories Land appeal case where it had been allowed.

The Chief Justice remarked, that, had he been sitting he would have been inclined to refuse the application as a matter of principle, and in the present instance he could not receive any other evidence.

After further argument the application was disallowed with costs for the respondent.

COMMERCIAL.

Advices from Shanghai, 6th inst., state:—Business reported:—Farnham, Blyds at Tls. 160 cash, at Tls. 164 for June, at Tls. 165 for July. Sumatras at Tls. 68. Langkats at Tls. 237 for July. Gas at Tls. 112. China Flour at Tls. 65. Telephone at Tls. 68.

Business done direct:—Yangtze Insurance at \$172. Farnham, Blyds at Tls. 160 cash, at Tls. 163 for April, at Tls. 163/164/65 for June, and at Tls. 168/169 for July. Langkats at Tls. 235/237 for June, 237/240/245 for July. Gas at Tls. 112. Colonies at Tls. 22. Astor House at \$28. Municipal 6 per cent. Deb. Shanghai Waterworks 6 per cent. Deb. at Tls. 98.

Today's Advertisements.

NOTICE.

THE Business of a SOLICITOR, PROCTOR and NOTARY PUBLIC heretofore carried on by me at Nos. 39, 41 and 43, Des Vaux Road, under the name of GEO. K. HALL BRUTTON will as from this date be carried on under the name of BRUTTON, HETT AND GOLDRING.

GEO. K. HALL BRUTTON.
Hongkong, 10th April, 1905. [456]

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"ONE SUMMER'S DAY."

A Comedy in 3 Acts by H. V. ESMOND, will be produced TO-NIGHT, MONDAY, 10th April, 1905.

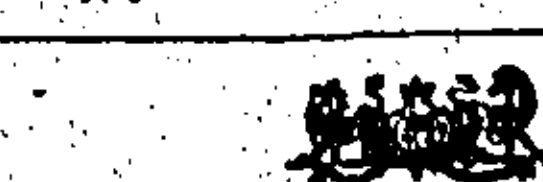
Prices \$3, \$2 and \$1.

Sailors and Soldiers in uniform half-price to Pit Stalls and P.A.

Booking Office at ROBINSON PIANO Co., open from 9 A.M. to 4.30 P.M.

ARTHUR CHAPMAN, Business Manager.
Hongkong, 10th April, 1905. [459]

Today's Advertisements.



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF JAMES GEORGE REID, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, MASTER MARINER, LATE IN COMMAND OF THE STEAMSHIP "SHUN LEE," Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting to the 4th day of July, 1905, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 3rd day of April, 1905.

ARATHOON SETH, Official Administrator.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ WALDEMAR,"

Capt. Woltemas, will leave for the above places, TO-MORROW (TUESDAY), the 11th instant, at 10 A.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 10th April, 1905. [3]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M. THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 17th instant, at 9.30 A.M.

All Claims must reach us before the 22nd instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 10th April, 1905. [3]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CHINGWU"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	25th April.
GLASGOW and LIVERPOOL	"MOYUNE"	1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	10th May.
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ALCHON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	15th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	21st April.
AMSTERDAM, LONDON & ANTWERP	"LAERTES"	25th April.
* GENOA, MARSEILLES & L'POOL	"DIOMED"	30th April.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	3rd May.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	7th May.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	10th May.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	20th April.
all PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	11th April.
SHANGHAI	"WOOSUNG"	13th "
CHEFOO and TIENTSIN	"KANSU"	20th "
KOBE	"TSINAN"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th April, 1905.



Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 15th April, at 10 A.M.
RUMI	2540	A. H. Nutley	"	SATURDAY, 22nd April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th April, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via PORTLAND AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	About
"ATHOLL"	4,370	Wagner	15th May, 1905.
"NORDPOL"	4,370	Brehmer	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	April 14th, 1905.
"NUMANTIA"	4,370	Brehmer	April 20th, "
"ARABIA"	4,483	Bable	May 11th, "
"ARAGONIA"	5,193	Schuldt	May 30th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

THE AMERICAN SYSTEM

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,328	H. W. WALKER.

Leave Hongkong for Canton at 7:30 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5:30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey...\$4

Meals...\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.A.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8:30 A.M. Departs from Macao on Week
Days at 2:30 P.M. and on Sundays at 6:30 P.M.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"

Capt. P. M. Lake, will be despatched as above,
TUESDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th April, 1905.

NAVIGAZIONE GENERALE ITALIANA,
(Fratelli Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
AND GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.

(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"CAPRI,"

Capt. Belsito, will be despatched as above, on
WEDNESDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.

For further Particulars regarding Freight
and Passage, apply to

CARL WITZ & Co.,
Agents.

Hongkong, 7th April, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905.

"LOWTHER CASTLE" 19th April, 1905.

"SAGAMI" 20th May, "

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd April, 1905.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optimal Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.,
THIS MORNING.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th instant will be
subject to sale.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, the 13th instant, at
9:30 A.M.

All Claims must reach us before the 18th
instant, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 7th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex S.S. Victoria*.
From Persian Gulf, &c., *ex B. I. S. N. and*
R. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-DAY.

Goods not cleared by the 13th instant, at
4 P.M., will be subject to sale.
No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.
No claims will be admitted after the goods
have left the Godowns.

I. S. LEWIS,
Acting Superintendent.

Hongkong, 7th April, 1905.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"

FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 7th April, 1905.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undeliv-
ered after the 11th instant will be subject
to sale.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 18th
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th April, 1905.

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai Tan

Hainan—Kai Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheung Hoi Ye

Ngo

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

Hoihow—Hoihow Pak Kup

Quail—Um Chun

Rice Birds—Wo Fa Cheuk

Saipo—Sa Chui

Turkeys, Cock—Fo Kai Kung

Hen—Na

Wild Ducks, Shanghai, Sui-ap

Teal, Shanghai, Sui Ap Chai

Wild Ducks Canton—Sang Shing Sui

Ap

Barbel—Ka Yu

Bream—Lin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hoi

Cuttle Fish—Myk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Tit Tu Sa

Eels, Congor—Hoi Man Yu

Fresh water—Tam Sui Yu

Yellow—Wong Sin

Frogs—Tien Kai

Garoupa—Sek Pan

Gudgeon—Pak Kup Yu

Herrings—Tso Pak

Halibut—Cheung Kwan Yu

Labrus—Wong Fa Yu

Loach—Wu Yu

Lobsters—Lung Ha

Mackerel—Chi Yu

Monk Fish—Mon Yu

Mullet—Chai Yu

Oysters—Sang Hoo

Parrotfish—Kai Kung Yu

Perch—Tau Loo

Pike—Fa Paw Poong

Plaice—Pan Yu

Pomfret—Black—Hak Chong

Pomfret, White—Pak Chong

Prawns—Ming Ha

Ray—Pel Pa Sa

HONGKONG AVERAGE MARKET

PRICES.

Corrected 5th April, 200

Shipping.

Arrivals.
Suevia, Ger. s.s., 2,662, Knaisel, 8th April, —
Shanghai 6th April, Gen.—H. A. L.
Chiyuen, Ch. s.s., 1,777, C. Stewart, 8th April, —
Shanghai 5th April, Gen.—C. M. S. N.
Bangkok, Ger. s.s., 1,237, F. Burche, 8th April, —
Bangkok 31st Mar., Gen.—M. & Co.
Tjilatjap, Dut. s.s., 5,000, H. Koops, 9th April, —
Macassar 2nd April, Gen.—J. C. J. L.
Wosung, Br. s.s., 1,109, Dawson, 9th April, —
Shanghai 5th April, Gen.—B. & S.
Rajaburi, Ger. s.s., 1,189, G. Wendig, 9th April, —
Bangkok 31st Mar., Gen.—B. & S.
Karoo, Br. s.s., 1,343, Simpson, 9th April, —
Cardiff 5th Feb., Gen.—D. & Co., Ltd.
Breda, Nor. s.s., 645, J. Falkner, 9th April, —
Saigon 3rd April, Rice and Flour—Order.
Siberia, Am. s.s., 2,655, J. T. Smith, 10th April, —
San Francisco 2nd Mar., and Manila 10th April, Mails and Gen.—P. M. S. S. Co.
Machao, Br. s.s., 4,276, G. W. Long, 10th April, —
Shanghai 7th April, Gen.—B. & S.
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 10th April, —
Manila 7th April, Gen.—J. M. & Co.
Prins Waldemar, Ger. s.s., 3,227, C. Woltemas, 10th April, —
Sydney 18th Mar., Gen.—M. & Co.
Shawmut, Am. s.s., 9,606, E. V. Roberts, 10th April, —
Manila 7th April, Gen.—D. & Co., Ltd.
Laertes, Br. s.s., 2,904, B. Huxbara, 10th April, —
Singapore 3rd April, Gen.—B. & S.

Clearances at the Harbour Office.

Ilha Verde, for Macao.
Suevia, for Singapore.
Kuanglee, for Shanghai.
Ataka, for Canton.
Yingking, for Canton.
Kohsichang, for Bangkok.
Prins Waldemar, for Kobe.
Tai On, for Canton.
Tak Hing, for West River.
Linton, for West River.
Kuanglee, for Canton.
Chiyuen, for Canton.
Hanoi, for Haiphong.
Wosung, for Canton.
Dagun, for Nanchang.
Wosung, for Nanchang.
Wosung, for Nanchang.
Wosung, for Nanchang.

Departures.

April 9.
Australian, for Australian Ports.
Samsen, for Swatow.
Frithy, for Swatow.
Hailan, for Hoihow.
Gianghee, for Amoy.
Kohsichang, for Bangkok.
Sutley, Br. cruiser, for Singapore.
Iphigeneia, Br. cruiser, for Singapore.
April 10.
Rambler, Br. surveying-ship, for Singapore.
Hanoi, for Haiphong.
Kuanglee, for Shanghai.
Chiyuen, for Canton.
Wosung, for Canton.

Passengers arrived.

Per *Wosung*, from Shanghai—Messrs. William, Tucker and Reddy.
Per *Siberia*, from San Francisco, &c.—Mr. Chas. W. Bernhardt, Misses L. Leslie, Hays, Messrs. C. S. Bonedick, C. S. Scott, Mr. S. Seely, Mr. R. L. Redfield, Mrs. E. C. Atkinson, Mrs. E. C. Gates, Mr. and Mrs. Wm. White, Jr., Mr. and Mrs. R. C. Bryant, Mr. Wm. R. Blachard, Mr. and Mrs. J. C. Muernan, Mr. and Mrs. Geo. E. Seybolt, Messrs. C. L. Howard, W. J. Scruton, Mr. and Mrs. E. M. Solters, Mrs. Jas. F. Smith, Messrs. Chas. H. Squire, H. F. Hawley, Mrs. J. M. Wheat, Messrs. Stanley Wheat, J. A. McReynolds, Wm. R. Bishop, E. W. Oliver, A. S. Ward, Miss N. L. Hunter, Messrs. Jas. W. Dilley, Wilton Dilley, Sheldon Dilley, J. Cruz Herrera, Col. Geo. Barnett, Mr. and Mrs. L. J. Campbell, Capt. W. A. Furnside, Mr. W. H. Eastman, Mr. and Mrs. Geo. E. Osborn, Mr. and Mrs. S. Nakamura, infant and servant, Messrs. J. F. Hart, W. B. Wherry, W. H. Hiltz, J. E. Finnegan, E. M. Wilcox, W. A. Lamont, F. T. Robson, H. J. Andrews, W. Waage, Lieut. and Mrs. C. E. Koepfer, Mr. and Mrs. F. W. Marton, Mr. S. Platenhan, Mr. and Mrs. Wm. Bowe, Messrs. P. A. Staples, J. H. Siefert, F. S. Jewett, L. M. McDermott, Lieut. J. F. Hall, U.S.A., Mr. Jas. Hooper, Miss Brunsgruen, Mr. C. A. Ratchiff, Dr. R. Loper, Miss F. Lopez, Major H. G. Sigel, Lieut. S. O. Fuqua, and W. S. Merry, Misses A. Dunlab, Karcher, Mr. and Mrs. Karcher, Miss C. W. Park, Messrs. A. T. McNab, W. A. Daland, Mr. and Mrs. Henry Wise, Mr. and Mrs. G. E. Garbutt, Miss M. Webb, Mr. W. S. Hughes, U.S.N., Misses P. P. Park, M. A. Parcell, Mr. Jas. L. Hunter, Mr. and Mrs. William Hunter, Messrs. David Hunter, John Hunter, Miss Hunter, Messrs. M. A. Clark, Y. Nakamura, Mrs. Clark, Mr. E. Peterson, Mrs. Nakamura, Mr. J. H. Pitt, and 187 Chinese.
Per *Laertes*, from Singapore—258 Chinese.
Per *Bangkok*, from Bangkok—Messrs. Hoffmann and Wilkinson.
Per *Chiyuen*, from Shanghai—Capt. Swinson, Messrs. Ankhor, Schmidt, and 102 Chinese.
Per *Yuenang*, from Manila—Mr. and Mrs. Martin, Misses K. and E. Gluebitz, Messrs. Gluebitz, Gambell, McMillan, Kohler, Willett, Lytton, Mr. and Mrs. Westcott, De Souza Ripado, Walker, Rocha, Fernandez, Barnes, Briggs, Flaberty, Martin, David Williams and Chas. Smith.

Shipping Reports.

Str. *Laertes* from Singapore—Fresh NE. monsoon.
Str. *Bangkok* from Bangkok—Bad weather, rough sea.
Str. *Shawmut* from Manila—Moderate NE. winds and fine.
Str. *Chiyuen* from Shanghai—Light to fresh winds and clear.
Str. *Rajaburi* from Bangkok—Strong NW, rough NW. swell.
Str. *Machao* from Shanghai—Heavy rains, NE. winds and variable.
Str. *Yuenang* from Manila—Moderate winds ENE, moderate sea, cloudy weather.
Str. *Wosung* from Shanghai—Fine weather throughout of Intake. On 6th inst. a four-masted bark on beam ends being towed up by a tramp steamer.

Vessels in Port.

STEAMERS.
Andree Rickmers, Ger. s.s., 1,010, H. Kohn, 5th April, —
Bangkok 26th April, Rice and Wood—M. & Co.
Arratoon Apco, Br. s.s., 2,931, E. Fey, 9th Feb., —
Calcutta via Penang and Singapore 3rd Feb., Gen.—D. & Co., Ltd.
Auchenarden, Br. s.s., 2,276, Crowder, 30th Mar., —
Kuchinotou 25th Mar., Coal—M. B. K.

Bourbon, Fr. s.s., 997, Sisco, 5th April, —
Saigon 1st April, Rice—Man Fat.
Cari, Ital. s.s., 2,717, G. Belisio, 6th April, —
Singapore 30th Mar., Gen.—C. & Co.
Dagun, Nor. s.s., 280, Oterhamsten, 2nd April, —
Penang 9th Feb., Coal—Aagaard & Thorsen Co.
Elizabeth Rickmers, Ger. s.s., 997, G. Götische, 7th April, —
Bangkok 31st Mar., Rice and Wood—B. & S.
Germania, Ger. s.s., 1,000, H. Filgel, 10th Mar., —
Sydney via Marshall and Marianese Island 9th Feb., Copra—S. & Co.
Hutching, Br. s.s., 1,207, A. E. Hodgins, 8th April, —
Fochow via Amoy and Swatow 7th April, Gen.—D. & Co.
Kaifong, Br. s.s., 1,200, E. Finlayson, 7th April, —
Cebu and Iloilo 3rd April, Gen.—B. & S.
Kling Robert, Br. s.s., 2,516, R. M. Saunders, 2nd April, —
Kuchinotou 25th Mar., Coal—M. B. K.
Laisang, Br. s.s., 3,460, P. M. B. Lake, 3rd April, —
Calcutta 18th Mar., Penang and Singapore 28th Mar., Gen.—J. M. & Co.
Lennox, Br. s.s., 2,361, F. McNair, 4th April, —
Karatsu (Japan) 31st Mar., Coal—D. & Co., Ltd.
Lisa, Swed. s.s., 998, H. Hornadahl, 6th April, —
Canton 5th April, Gen.—S. W. & Co.
Loyal, Ger. s.s., 1,582, L. Lorenzen, 6th April, —
Sourabaya via Labuan 21st Mar., Sugar and Gen.—S. W. & Co.
Mathilda, Nor. s.s., 2,230, H. Taarvig, 5th April, —
Karatsu (Japan) 30th Mar., Coal—M. B. K.
Needle, Br. s.s., 2,995, J. P. Turner, 17th Mar., —
Moji 11th Mar., Coal—S. T. & Co.
Nicomedia, Ger. s.s., 4,370, A. Wagner, 7th April, —
Portland, Or. via Japan Ports and Moji 1st April, Gen.—P. & A. S. S. Co.
Pitsanulok, Ger. s.s., 1,276, C. Fuchs, 5th April, —
Bangkok 29th Mar., Rice and Timber—B. & S.
Spir, Nor. s.s., 870, A. Steen, 6th April, —
Saigon 31st Mar., Rice—Aagaard & Thorsen Co.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 7th April, —
Manila 4th April, Gen.—B. & S.
Tartar, Br. s.s., 2,768, E. Beetham, R.N.R., 5th April, —
Vancouver 7th Mar., and Shanghai 2nd April, Gen.—C. P. R. Co.
Tenfeld, Ger. s.s., 697, H. Behrmann, 2nd April, —
Hamburg 3rd Feb., Gen.—C. & Co.
Triumph, Ger. s.s., 769, A. Hanse, 8th April, —
Fochow 5th April, Amoy 6th, and Swatow 7th, Gen.—J. & Co.

Sailing Vessels.

A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar., —
Philadelphia 16th Oct. 1904, Case Oil—S. O. Co.
Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan., —
New York 7th Aug., 1904, Petroleum—S. O. Co.
S. P. Hitchcock, Am. ship, 2,086, E. V. Gates, 22nd Mar., —
from New York, Oil and Wax—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Emp. of India	Shanghai	C. P. R. Co.	April 11
Prins Heinrich	Shanghai	M. & Co.	April 11
Preussien	Singapore	M. & Co.	April 12
Glenloch	Singapore	McG. & G.	April 13
Poonia	Singapore	P. & O. Co.	April 15
Mongolia	Japan	P. M. Co.	April 16
Namsing	Singapore	P. & A. S. S. Co.	April 17
Numania	Portland	P. & A. S. S. Co.	April 18
Tydeus	Moji	B. & S.	April 23
Claverburn	New York	S. T. & Co.	April 25
Arabia	Portland	P. & A. S. S. Co.	May 3

Hongkong & Whampoa Dock Returns.

U.S.S. Date	at Kowloon Dock
U.S.S. Decatur	"
Erna	"
H.M.S. Andromeda	"
U.S.S. Wisconsin	"
Kinslow	"
H.M.S. Fame	Cosmopolitan
Kohsichang	"

Post Office.

A Mail will close for—

Macao—Per *Wingchat*, 11th April, 7:30 A.M.
Canton—Per *Hankow*, 11th April, 7:30 A.M.
Bangkok—Per *Andree Rickmers*, 11th April, 9 A.M.

Swatow and Saigon—Per *Bourbon*, 11th April, 9 A.M.

Kobe and Yokohama—Per *Prins Waldemar*, 11th April, 9 A.M.

Macao—Per *Huangshan*, 11th April, 1:15 P.M.

Singapore, Penang and Calcutta—Per *Laisang*, 11th April, 2 P.M.

Manila—Per *Taming*, 11th April, 3 P.M.

Kobe—Per *Mathilda*, 11th April, 3 P.M.

Amoy and Manila—Per *Yuenang*, 11th April, 5 P.M.

Swatow, Singapore and Penang—Per *Pitsanulok*, 11th April, 5 P.M.

Namtao—Per *Talchun*, 11th April, 5 P.M.

Sanbue—Per *Hot Fu*, 11th April, 5 P.M.

Canton—Per *Fathian*, 11th April, 5 P.M.

Kongmoon, Kumchuk and Kaukong—Per *Hongkong*, 11th April, 5 P.M.

Macao—Per *Wingchat*, 12th April, 7:30 A.M.

Canton—Per *Hankow*, 12th April, 7:30 A.M.

Singapore, Penang and Bombay—Per *Capri*, 12th April, 10 A.M.

Swatow, Amoy and Fochow—Per *Hutching*, 12th April, 10 A.M.

Europe, &c., India, via Taitcorin—Per *Prins Heinrich*, 12th April, 11 A.M.

Singapore, Penang and Calcutta—Per *Laisang*, 12th April, 2 P.M.

Canton—Per *Powan*, 12th April, 5 P.M.

Namtao—Per *Talchun*, 12th April, 5 P.M.

Sanbue—Per *Hot Fu*, 12th April, 5 P.M.

Macao—Per *Wingchat*, 13th April, 7:30 A.M.

Kongmoon, Kumchuk and Kaukong—Per *Tak Hing*, 12th April, 5 P.M.

Canton—Per *Hankow*, 13th April, 7:30 A.M.

Shanghai, Moji, Kobe and Yokohama—Per *Thylafaj*, 13th April, 11 A.M.

Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per *Shawmut*, 13th April, 11 A.M.

Shanghai—Per *Wosung*, 13th April, 3 P.M.

Shanghai—Per *Hankow*, 17th April, 3 P.M.

Kongmoon, Kumchuk and Kaukong—Per *Sansui*, 13th April, 3 P.M.

Canton—Per *Fathian*, 13th April, 5 P.M.

Namtao—Per *Talchun*, 13th April, 5 P.M.

Sanbue—Per *Hot Fu*, 13th April, 5 P.M.

Canton—Per *Hankow*, 14th April, 7:30 A.M.

Macao—Per *Wingchat*, 14th April, 7:30 A.M.

Canton—Per *Powan*, 14th April, 5 P.M.

Macao—Per *Wingchat*, 15th April, 7:30 A.M.

Manila—Per *Zafiro*, 15th April, 9 A.M.

Canton—Per *Hankow*, 15th April, 5 P.M.

Namtao—Per *Talchun*, 15th April, 5 P.M.

Sanbue—Per *Hot Fu*, 15th April, 5 P.M.

Canton—Per *Fathian*, 16th April, 5 P.M.

Macao—Per *Wingchat*, 17th April, 7:30 A.M.
Macao—Per *Wingchat*, 18th April, 7:30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 18th April, 10:30 A.M.
Europe, &c., India, via Taitcorin—Per *Thylafaj*, 18th April, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 19th April, 11 A.M.
Tientsin—Per *Wosung*, 20th April, 2 P.M.
Cheloo and Tientsin—Per *Kansu*, 20th April, 3 P.M.
Manila—Per *Rubi*, 22nd April, 9 A.M.
Europe, &c., India, via Taitcorin—Per *Simla*, 22nd April, 11 A.M.
Singapore, Penang and Calcutta—Per *Namsang*, 25th April, 2 P.M.
Kobe—Per *Tianan*, 25th April, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Tartar*, 26th April, 11 A.M.
Frederick, Wilhelmshafen, Herberstshof, Matupi, Brisbane, Sydney and Melbourne—Per *Prins Waldemar*, and May, 10 A.M.

VISITORS AT THE HOTELS.

HONGKONG.
Aitken, Mrs.
Barnes, F. T.
Bing, Mrs. & Mrs. L.
Birbeck, R. J.
Bissell, W. S.
Blair, D. K.
Bogdan, Mr. and Mrs. F. W.
Bonnet, E. A.
Bonnet, F.
Borndorf, M.
Borndorf, G.
Borndorf, Mrs. R. W.
Bowie, Mr. and Mrs. W.
Broughall, L.
Buck, Hart
Bryant, Mr. and Mrs. R. C.
Campbell, Mr. and Mrs. J.
Clark, Hon. Dr. Francis
Clark, T.
Clark, W. G.
Clarke, Mr. and Mrs. M. A.
Cunningham, G.
Daland, W. A.
Davis, F. O.
Davis, Mr. & Mrs. L. P.
Davis, Mrs. J. T.
Deacon, F. B.
Douglas, Capt. & Mrs. J. S.
Downing, Mr. and Mrs. T. C.
Easton, W.
Edwards, G. H.
Emerson, A.
Felous, C. P.
Field, Mrs. A. E.
Fisher, H. G.
Fravis, Master
Fuquim, S. O.
Gavin, D.
Glover, C.
Grant, A. W.
Gray, H. C.
Hall, Capt. T.
Hanson, J.
Harding, R.
Hardy, Mrs. C. S.
Hart, J. F.
Hedges, Miss
Hills, A. H.
Hopper, J.
Hoskyn, H. P.
Hughes, W. T.
Hurst, R. N., Engineer-Capt.
Innes, Capt. R.
Jones, G.
Kemp, H. H.
Knowles, J. T.
Kirk-Smith, Mrs. R. C.
M. and infant
Lamont, W. A.
Loud, Mr.
Loutin, R.
Moxon, Mr. and Mrs. Herbert
Mucella, J.
Ollis, F. B.
O'Neill, J. I.
Painter, Maj. and Mrs. Parker, R. N., A. R.
Parker, Mrs.
Parry, Major
Paxton, Capt. H. W.
Phillips, Major
Pollock, K. C. Mr.
Rymer, Mr. and Mrs. Sawyer, Mrs.
Sinclair, A.
Smith, C. W.
Smith, A. Findlay
Smith, Mr. and Mrs. Spaulkover, W. O. C.
Steen, Mr.
Stokes, Mr.
Story, Mr.
Thomson, Mr. & Mrs. W.
Uffel, W. von
Vandin, Gordon
Watkins, R. E., Capt. and Mrs.
White, Dr. and Mrs. M. J.

CRAGGIEBURN.

Burnett, H. J. O.
Dann, G. H.
Franklin, G.
Gaskill, Mr. and Mrs. and child
Marrell, G. E.
Nicholls, E. A.
Riadore, R. N., Lieut.-Commander & Mrs. Woodward, Mr. & Mrs. and children
Smith, Mr. and Mrs. Grant
Southern, Mr. and Mrs. and child
Smith, H. Percy
Webb, Mr. and Mrs. Montague
Woodward, Mr. & Mrs. and children
Emjth, E. Grant

PEAK.

Aucott, E. F.
Atkinson, R. D.
Beattie, J. M.
Beattie, M. P.
Bentwick, Capt. and Mrs. Bunney, Col. and Mrs. F. W. and children
Chicler, Major and Mrs. A. A.
Courtney, G.
Dixon, Mr.
Dymock, Lieut. P.
Fitzwilliams, Capt.
Gales, Capt.
Grant, A. R.
Gröbe, Dr. and Mrs. Hallingworth, Mr. and Mrs.
Harler, B. Brotherton
Hassan, Mr. and Mrs. Haynes, Col.
Hazeland, F. A.
Helgason, A.
Hill, Mr. and Mrs. F. Taget
Holbrook, Mr.
Hudg, D.
Jeffries, H. U.
Joseph, Mr. and Mrs. Josling, Major C. L.
Kaye, Major and Mrs. Lang, Mr.

OCCIDENTAL.

Andrews, Mrs. and Lowe, Mr. and Mrs. J. C. and daughter
Chandler, Lieut.
Fisher, Mr.
Garnell, Mrs. H. J.
Gerard, Capt. J. C.
Hellen, Dr. v. d.
Hollinger, Dr.
Hutty, Major M. R.
Kent, Dr. F.
Kerchoven, Mrs. and daughter
Krill, Mr.
Krubbe, Capt.
Lonsner, Mr. and Mrs. Winter, J. R.

KOWLOON.

Buxton, Lady H.
Carrick, Mr. and Mrs. Stevenson, Lt.-Comdr. A. F.
Eustace, Bert.
Henot, R. M. L., Capt. Watson, Mr. and Mrs. W. H.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	10	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	10	16,500	Captain R. Nelson Osmanney	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tuinell	Yangtze
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	en route from Esquimaux
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Diadem	cruiser, 1 class	11,000	16	16,500	—	en route to relieve Amphitrite
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Gloria	battleship, 1st class	12,950	10	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards...	Hongkong
Hecia	special service torpedo-	6,400	—	2,400	Captain E. F. B. Charlton	en route from England
Hogues	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Welhaiwei
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	Hongkong
Iphigeneia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	en route Singapore
Janus	torpedo boat destroyer	280	6	5,000	Reserve	Hongkong
Kinsla	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Moorean	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	10	13,500	Captain T. G. Groat	Hongkong
Otter	torpedo boat destroyer	350	6	6,300	Reserve	en route Singapore
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	West River
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan.	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Teal	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Shanghai
Sloop	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,300	Reserve	Hongkong
Tamara	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	en route Singapore
Teal	receiving ship	4,690	6	—	Commodore Dicken	Hongkong
Thetis	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	On way to Colombo
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Commodore R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	320	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 18th
April, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC ... 2nd May.

S.S. DUMBEA ... 16th May.

S.S. ERNEST SIMONS ... 30th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 6th April, 1905. [7]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA."

Captain F. R. Summers, carrying His Majesty's
Mail, will be despatched from this for
BOMBAY, on SATURDAY, the 22nd
April, at 11 A.M. (Passengers and
Cargo.) For 1st, 2nd and 3rd class in connection with
the Company's S.S. Moldavia, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuable, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Mac-
donia, due in London on the 4th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 8th April, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, R.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shanmoo	9,606	E. V. Roberts	At April 13
Tremont	9,606	T. W. Garlick	April 25
Lyra	4,417	G. V. Williams	May 15

1 Cargo only.

FOR MANILA.

The largest, stadiest, and most comfortable
steamer for Manila.

Tremont ... 9,606 T. W. Garlick. At April 15

Lyra ... 4,417 G. V. Williams. May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. Shanmoo and Tremont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 7th April, 1905. [8]

BOO CHEONG,

昌發

STATIONER AND PAPER MERCHANT,

No. 20, Pottinger Street.

HAS always on hand all varieties of

Stationery, Printing and Note Papers,

Copying Presses, also Automatic Cyclopedia

and Eliam's Duplicator.

Hongkong, 23rd February, 1905. [64]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 dot pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT

MANTLES,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

S HIPS Coaled from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61]

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [70]

TO LET.

SIX FIRST-CLASS EUROPEAN

HOUSES in Observatory Road, Tsing

Tsin Tsoi, Kowloon. Each with five spacious

well-ventilated living rooms, two bath rooms,

kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.

Moderate Rental. Possession on or about

1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [306]

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club,

Hongkong Hotel, Messrs. A. S. Watson & Co.,

Ld., Joint Telegraphs Cos., and other leading

Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satisfac-

tion." (Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [60]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$8,000,000 \$150,000 \$175,533 \$191,973	\$1,493,408	{Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16 = \$25.46 for second half-year 1904	14 1/2 %	{ \$775 London £80
National Bank of China, Limited	99,925	£7	£7	{ \$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$36 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$200,000 \$172,749 \$893,110 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$125,675 \$25,561	\$486,284	\$12 for 1902	7 %	\$170 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$70	{ \$1,000,000 \$125,675 \$25,561	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,202,505	\$360,372	\$34 for 1903	11 %	\$307 1/2
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$185,000 \$85,419	\$8,812	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$250,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$205,000 \$100,000	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$121 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 30	Tls. 30	{ Tls. 25,000	Tls. 43,762	{Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904	9 % 7 1/2 %	{Tls. 51 buyers Tls. 47 buyers
Do. (Preference)	100,000	£1	£1	{ £4,116 \$60,000	£8,852	Interim of 1/- (Coupon No. 5) for 1904	5 %	21/- sales
"Star" Ferry Company, Limited	{ 10,000 10,000	{ \$10 \$10	{ \$10 \$5	{ \$60,000 \$15,093 \$15,093	{ \$1,287	{ \$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts.	{ 5 1/2 % 4 1/2 %	{ \$37 1/2 buyers \$28 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$21,675 \$130,153	\$21,231	\$10 for 1904	8 %	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 126,000 Tls. 276,679	Tls. 6,199	Final of Tls. 1 1/4 making Tls. 3 1/4 for 1904	10 1/2 %	Tls. 30 sellers
PETROLEUMS.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000	\$42,812	Final of \$15 making \$20 for 1904	9 %	\$225 sales
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	\$85,987	\$3 for 1897	...	\$27 sales
Pauk Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 55 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000	£7,820	No. 3 of 1/6	...	Tls. 7 1/2 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	{ none	G \$672,093	50 cents making G. \$1 for 1904	5 1/2 %	G \$17 1/2 sales
Pauk Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	£4,029	No. 12 of 1/- = 48 cents	...	\$4 buyers
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$54,473	\$8,577	\$3.75 for 1904	10 1/2 %	\$36 sales
HONGKONG & KOWLOON WHARF AND COWDOON CO., LTD.								
Hongkong & Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$250,000 \$33,500	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30/6/04 \$14 for 1903	6 1/2 % 5 1/2 % 5 1/2 %	{ \$204 \$245 buyers \$24 sellers
Howarth Frsline, Limited	12,000	\$100	\$100	{ \$60,000	...	{ \$10 div. and \$2 1/2 bonus for 1903 \$5 dividend for 1903	6 1/2 % 5 1/2 %	{ \$225 buyers \$111
New Amoy Dock Company, Limited	6,000	\$60	\$60	{ \$35,500	\$489	\$5 dividend for 1904	8 %	Tls. 159
Riley Hargraves & Co., Limited	6,000	\$100	\$100	{ \$150,000	\$40,936	Tls. 5/6 interim for 1904
Do. (Preference)	2,750	\$100	\$100	{ Tls. 900,000	Tls. 48,153	Final of Tls. 6 making Tls. 10 for 1904	6 %	Tls. 177 1/2 sales
S. C. Farnham, Boyd & Co., Limited	55,720	Tls. 100	Tls. 100	{ Tls. 487,710 Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 %	Tls. 177 1/2 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 59,880	Tls. 6,211	\$20 for 2nd half year making \$26 for 1904	7 1/2 %	\$385 buyers
Training Pagar Dock Company, Limited	37,000	\$100	\$100	{ Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 187 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500	Tls. 2,762			
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ none	\$9,689	\$2 1/2 for year ended 30.6.1904	8 %	\$31
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 41,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000	\$37,755	Final of \$6 making \$12 for 1904	9 1/2 %	\$128 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 13,086	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	4 1/2 %	Tls. 21 buyers
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$200,994 \$50,000	\$11,058	90 cents for 1904	7 1/2 %	\$12.40 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none	\$377	\$3 for 1904	7 1/2 %	\$39 1/2
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000	Tls. 40,666	{Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	7 1/2 %	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none	Tls. 670	Tls. 5 for 1904	10 %	Tls. 47
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	{ Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 32 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16 1/2 buyers
International Cotton-Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,222	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 30 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 35
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	{ \$779	nil	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	{ none	...	First year	...	\$9 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	50,000	\$10	\$10	{ \$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$12 1/2 buyers
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none	...	First year	...	\$115 sales
Bell's Asbestos Easting Agency, Limited	8,604	12/6	12/6	{ none	£161	6d. per share for 1903	5 %	\$36
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$3
Central Stores, Limited	6,000	\$15	\$12	{ \$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$21 sellers
Do. (Founders)	123	\$15	\$12	{ \$20,000	\$1,253	None	...	\$100
Do. (New Issue)	24,000	\$15	\$12	{ none	Nil.	Preferential of 7 per cent for 1904	7 %	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ Tls. 30,000	Tls. 718	60 cents for 1903	4 1/2 %	\$74 1/2
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000	Tls. 718	Tls. 5 for 1904	7 1/2 %	Tls. 65
China Light and Power Company, Limited	30,000	\$10	\$10	{ none	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$8 1/2 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$5	{ none	...	\$14 for year ending 31.7.1903	...	\$148 buyers
E. F. Mondon, Limited	7,000	Tls. 50	Tls. 50	{ none	Dr. Tls. 152,318	Tls. 5 for 1902	...	Tls. 25 sales
Fraser and Neave, Limited	4,000	\$10	\$10	{ \$112,500 \$2,706	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100
Green Island Cement Company, Limited	100,000	\$10	\$10	{ \$100,000	\$95,054	\$2 for 1904	7 1/2 %	\$27 sales
Do. (New Issue)	50,000	\$10	\$5	{ \$180,000	\$13,104	First year	...	\$27 sales
Hall & Holt, Limited	21,000	\$20	\$20	{ £23,109 £3,000	£7,625	Interim of \$1	13 %	\$25 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ none	£1,747	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	{ 30,000 30,000	{ \$10 \$10	{ \$10 \$5	{ none \$50,000	{ \$1,747 \$2,705	{ \$100 for year ending 30.4.1904 \$15 for year ending 30.11.1904	{ 6 % 7 1/2 %	{ \$17 buyers \$200 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000	\$5,356	Final of \$13 making \$17 for 1904	7 %	\$245
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$50,000	\$11,137	\$10 for 1904	7 %	\$145 ex div.
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$50,000	\$1,500	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	10 %	\$17 1/2 sales
Katz Brothers, Limited	15,000	\$10	\$10	{ \$1,500	\$299	\$8 for 1903	6 %	\$135 buyers
Laue, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	{ \$475,000	\$1,400	Interim of \$5	8 %	\$135 buyers
Maatschappij tot Exploitatie van Landschap in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7 1/2, paid 15.3.05	13 %	Tls. 237 1/2 buyers
Maynard and Company, Limited	3,400	\$10	\$10	{ none	...	\$2 for year ended 31.10.1904	9 %	\$23 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	{ \$1,000	1832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,600	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 112 sales
Shanghai Hosiery Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,405	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 25,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 155 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 110,000	Tls. 7,369	Final of 37/6 making 52/6 for 1904	6 %	Tls. 410
Singapore Dispensary, Limited	600	\$50	\$50	{ \$20,000	\$1,769	\$64 for year ended 31.7.1904	8 %	\$80
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$30,020	None	...	\$23 sales
Team Laundry Company, Limited	5,000	\$5	\$5	{ none	\$3,544	60 cents for year ended 31.5.04	8 1/2 %	\$7 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	{ none	\$700	First year	...	\$48 buyers
Straits Trading Company, Limited	2,000	\$100	\$100	{ \$25,000	\$700	\$10 for second half year 1904	14 %	\$125 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ none	Tls. 2,025	{ \$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 %	{ \$41 1/2 buyers Tls. 110
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,259	Tls. 2,211	Tls. 2 for half year	...	Tls. 130
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1904	6 1/2 %	\$91 buyers
Do. (Founders)	100	\$10	\$10	{ \$20,000	\$480	\$20 for year ended 31.5.1904	10 1/2 %	\$180 buyers
William Powell, Limited	12,000	\$10	\$10	{ \$3,000	\$588	Interim of 50 cents for year 1904	10 1/2 %	\$11 1/2 ex div.